

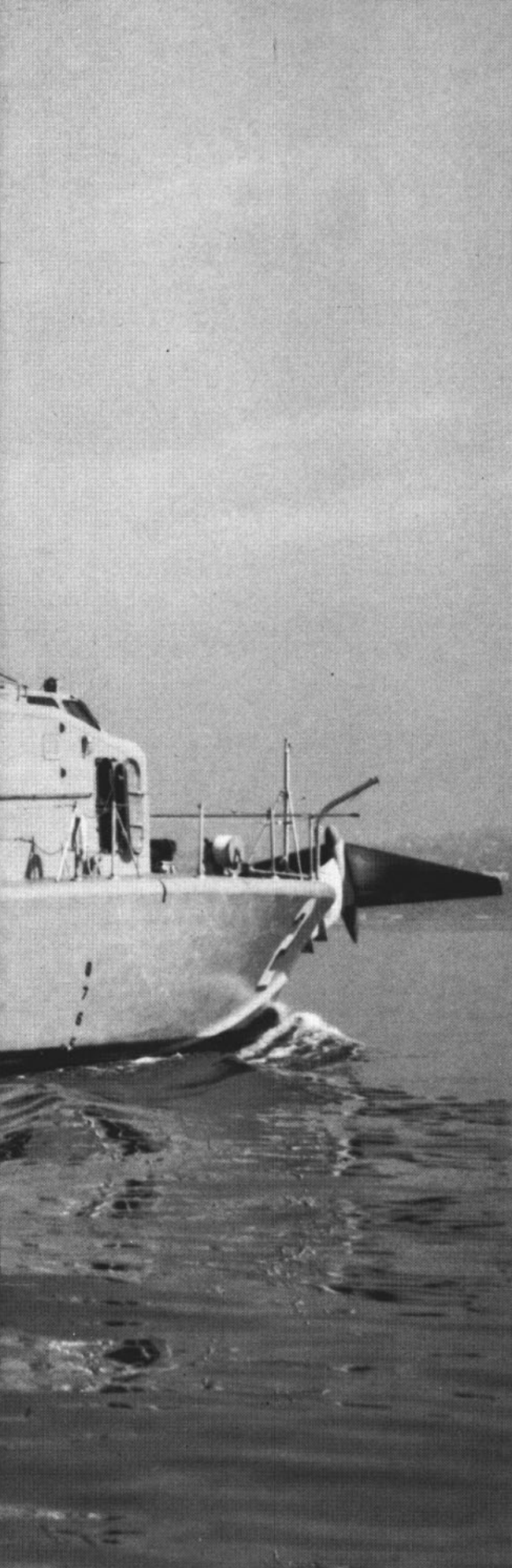
ALL HANDS

**FUN • ZEST •
ADVENTURE**

JULY 1971







ALL HANDS

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TABLE OF CONTENTS

Features: Fun, Zest, Adventure

Travel—The World Is Yours	2
Transiting Panama Canal with USS Preble's Crew	6
Dixie, Oriental Style	8
Officer, CPO and Enlisted Clubs	10
Solomons—A Sample of a Naval Recreation Center	16
Navy Junior Surfing Meet	22
Shipboard Activities	24
Music Makers	26
Sailors Help To Celebrate First Fil-Am Fiesta	32
Hobbies	34
Sports	42

Navy News Briefs

58
Better Transportation, More Vehicles for Fleet Use;
When You Marry During PCS Leave, New Working
Shirt Worn Outside Trousers, Paycheck Not Delivered?,
More Officers Eligible for PG School, Electronic Warfare Technicians Selected, Copying Service for Officer Fitness Reports, Still Too Much Paperwork, CNO Scholars Program Announced, Mini-Bikes and Motorcycles, Navy Submarine Crew Testing Vitamin C, Five-Year Hitch for GMG and GMM Ratings, New Officer Designation: Country & Regional Specialist, Reenlistment Eligibility Tightened Further, Exchange Stations to Service Foreign Cars, New Address Card for Savings Deposit Statements.

Departments

Tides and Currents	54
From the Desk of MCPON	56
Letters to the Editor	62

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• **FRONT COVER:** THE ABSTRACT DESIGN of ALL HANDS Magazine this month illustrates the artist's idea of the theme of fun, zest and adventure in the NOW Navy. — Front and back cover designs by DM1 Norman C. Butman, USN.

• **AT LEFT:** A ZESTY NEWCOMER—With her foils in retracted position, the Navy's Tucumcari hydrofoil maneuvers near Seattle, Wash. The 71-foot craft is equipped with two water jet propulsion systems—one for hullborne maneuvers and one for foilborne operations. With the gunboat's underwater "wings" lowered, the craft can "fly" at more than 40 knots.

THE WORLD



Navymen obtain a magnificent view of
the city of Marseilles, France.

ALL HANDS

IS YOURS

COST-FREE TRAVEL AROUND THE GLOBE IS ONE OF THE DIVIDENDS ENJOYED BY FIRST-TERMERS AND CAREER NAVYMEN ALIKE

"AND BE SURE TO GET some fine china, and this time shoot slides, not movies, and . . ." Hardly sounds like a fast trip down to the local department store, and it isn't.

Instructions like these are ticked off every time a Navy ship is about to deploy and a Navy wife has some fixed ideas about what she expects on the return trip.

The days of finding real bargains overseas still exist (if you know what to look for) and it's still something of a thrill—as well as a status symbol—for the Navy wife to say that her china actually came from England, and the carved coffee tables were not only made in India but were actually bought right in Calcutta.

There's something about a batch of color slides that a man has taken himself right at a particular historic or world-famous site, rather than just picked up in sets at the local dime store. Even the amateur photographer who's all thumbs gets a bang out of reviewing his work following a long cruise to foreign ports.

IT'S ALL PART of having been there yourself which generates most, if not all, of the satisfaction.

No matter why a man joins the sea service—whether it is for education, a solid career, uniform, prestige or what not—volunteer and the man-with-the-draft-at-his-heels alike—all get caught up in the excitement and even the romance of travel.

In the normal course of events, many would have lived out their lives within a 100-mile radius of their birthplaces—at the most they would have traveled to one of the coasts and maybe set foot in Canada or, just possibly, even Mexico.

In the Navy, with a solid, steel ship under his feet, or with four jet engines whining away in the crisp, thin air at 40,000 feet, a man gets to see more than the four walls of a textile factory in Lowell, Mass., or the campus of some quiet but rather dull midwest college—not that being a college professor or factory worker is all that bad, but for some men, it isn't all that good either.

There's no substitute for the real thing. Geography books, an atlas, TV and movies just don't get across

the same feeling as seeing and doing it for yourself. Speaking French in a Cleveland classroom can't be compared with ordering a meal in a Paris cafe or at a restaurant in Port au Prince.

Real impact is given to the word travel when the first cruise sailor sees the lines of his ship being tossed over the side, for the first time, in a foreign port and the linehandlers jabber away in Italian, somehow a lot different from the way it sounded in Brooklyn, N. Y.; or Spanish, which is wild, lively and more colorful than anything he heard back in Ventura, Calif.

With those first lines begins the first of many adventures which he'll carry with him the rest of his life. It's a big world—and it's literally at the feet of the Navyman—and his dependents.

Wherever there's water and—with aviation personnel—wherever a plane can land—those are the only limits. How about Zurich, Switzerland, for a starter? True, not many sailors get to Switzerland on TAD, but there's always an opportunity to take leave and walk the tiny, cobbled streets of that fabled city. Another inland city is Rome, and how many of one's CONUS neighbors actually get to walk through the ancient ruins—the ground the Caesars actually trod?—or have the person-to-person experience of seeing the Pope?

SOONER OR LATER one's ship passes through the Panama Canal—unless one is "unlucky" enough to be aboard a heavyweight like *Forrestal* or *Enterprise*. Here a Navyman sees what is still called by some engineers "the greatest engineering feat of the 20th century." The massive steel doors of the locks and the electric mules are wonders in themselves, but passing through the Gillard Cut, past Gold Hill, a crewman still senses the gigantic struggle of man against nature which took place there nearly 70 years ago, when armies of workers used sheer muscle power time and again to shore up the great mud slides which threatened to doom the canal at the very beginning. The "Cut" still gives modern man the impulse to hold his breath as he passes through in his ship.

PACFLEET sailors can make it down to Australia

and New Zealand every now and then, although Subic Bay and Japan are still the most frequent ports of call.

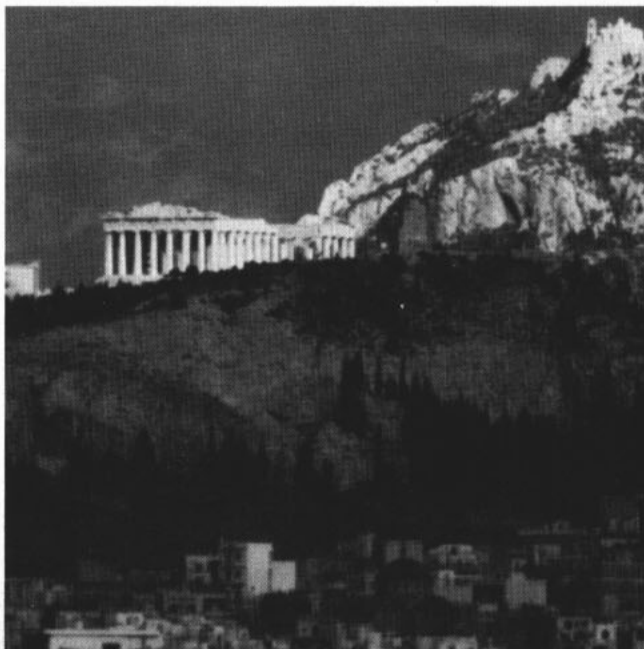
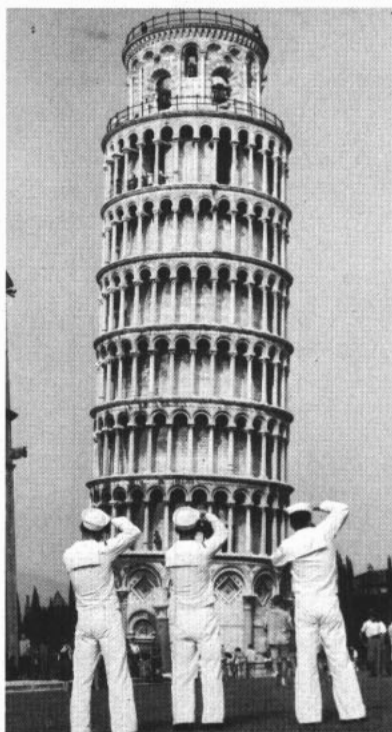
Movies and all the work of such authors as James Michener and Bill Lederer (both former Navymen themselves)—detailed as they are—still don't come close to conveying the sights and sounds one can hear and experience along the crowded Ginza, on Waikiki of an evening right after a gentle rain, or along Christchurch's (N. Z.) Columbo Street on a Friday evening in October. The Anzacs speak the same language (but you may have trouble keeping up with the machinegun pace) and eat the same food as Americans—it's what they do to the food that's intriguing. And the people—all that Michener had to say about their hospitality was the truth.

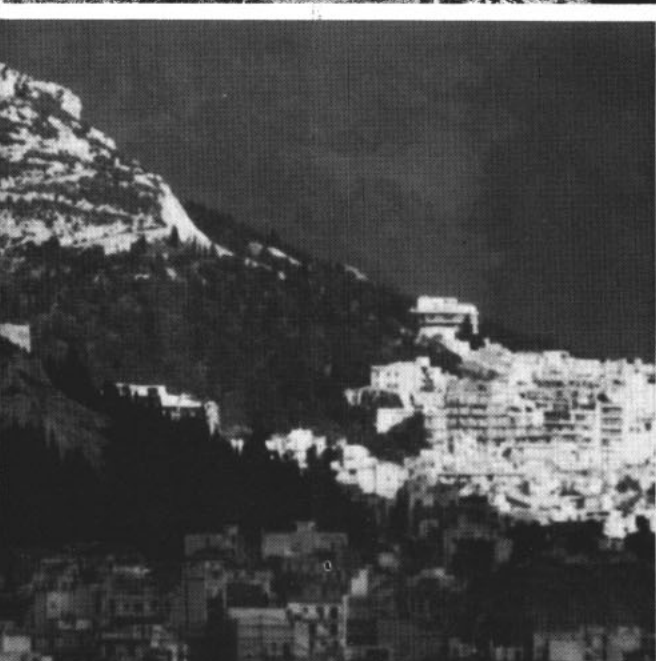
ON THE OTHER SIDE of the world, England is indeed "merry," and London is a swinging town; and the people of the Low Countries are still the industrious types of Europe. Cities like Rotterdam just have to be seen to be believed—the great seaport, for one, was completely rebuilt following World War II and the faith of the Dutch in the future of the world is everywhere in evidence. When it comes to shopping malls and places for people to spend their time (and money), the Dutch know how to build a city people can live in, not to be engulfed.

Germany has her fabled forests and historic cities and, for dependents of Navymen, the great city of Frankfurt is only hours away from New York and Washington—even Los Angeles—the starting points for chartered flights offered to military people and their families. And from Frankfurt it's a short hop to the port of Bremerhaven or Athens or Helsinki. Or an overnight car-and-passenger ferry trip to France and England.

Pick a port, a place, any spot on the globe: chances are a Navyman (and his family) have visited it—or are making plans to visit it—if at least not yesterday, then tomorrow. In the course of one hitch alone, he can see a good deal of it and, in the course of a career, he can see a great amount of it.

Tours in overseas countries are one of the greatest fringe benefits offered by the Navy to the serious traveler and his family. These people—the smart ones—become conversant with the country and the people where they are stationed, and they also use the overseas base or ship as a jumping-off point for other places in the area. For a man and his family stationed in Naples, during the course of his annual leave he can schedule a trip to Switzerland, Germany, Spain and France. And back in Naples, there's all of Italy





to see—plus the Isle of Capri, a short boat ride away. Even the one-hitch Navyman finds that—more than probably—he has seen more of the world while serving in the Military than during the rest of his lifetime. He's also had a chance to travel within the States and this, too, might not have been so if he had not joined the Navy.

AND THE BEST PART of travel for a one-hitch type is the fact that he's had the opportunity to experience it while he's young, frisky and able to enjoy it to the fullest. Wandering around foreign ports, he'll see many groups of Americans traveling as part of tour parties.

One fast look discloses that there are very few of them in those groups under 40 years of age, and a good part of them are in their 50s and 60s. After years of saving—they've gotten there and they'll have something to talk about when they get home—as long as their money holds out.

The Navyman may have a similar problem from the standpoint of money, but after all, he's got the cash he would have spent just getting there. And he has something else—the opportunity to enjoy it while he's young.

There are, of course, a few dangers to travel. One of them is that you develop some tastes for foods that aren't sold in stores in Hoboken, N. J., and other places in the states. Or if they do, the price is not the same. Good fried oysters like those in Panama, or teriyaki steak as it is served in the Hawaiian Islands are hard to find in stateside restaurants.

Ask any retired Navyman, or better still, check it out with the civilian office worker who's arrived on the job after a bumper-to-bumper trip through downtown.

The retired Navyman, of course, might be able to arrange a trip this year with the wife and youngsters, maybe even a military standby flight, but—let's face it, it's nothing like Fiji one day and Christchurch the next!

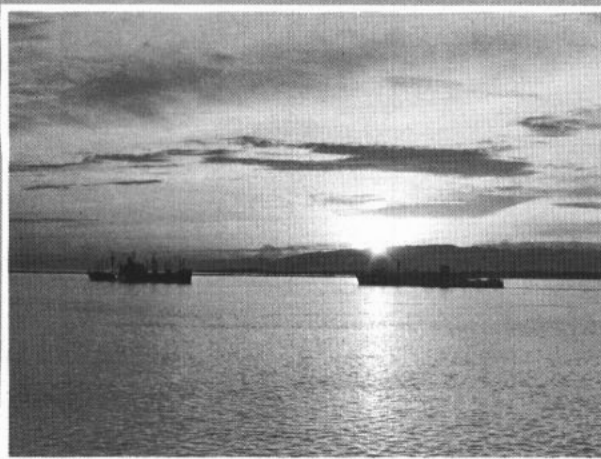
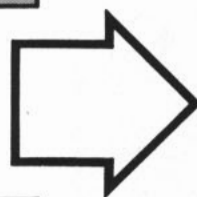
—John Coleman

Top row left: Amphibious sailors enter the German "Georg Reiss" restaurant. Right: Beaches such as this greet sailors when they visit the Pacific. Middle left to right: Navymen catch a picture of the Leaning Tower while on liberty in the Med. (2) One of the sights to be seen while in London. (3) Denmark's world-famous Little Mermaid looks out over the Copenhagen harbor as USS Wood County (LST 1178) arrives. (4) Visiting the ruins of a Roman amphitheater near Antalya, Turkey, proves interesting for these two men. Bottom: A view such as this one of the ancient structures along the Aegean coastline has thrilled sailors for centuries.



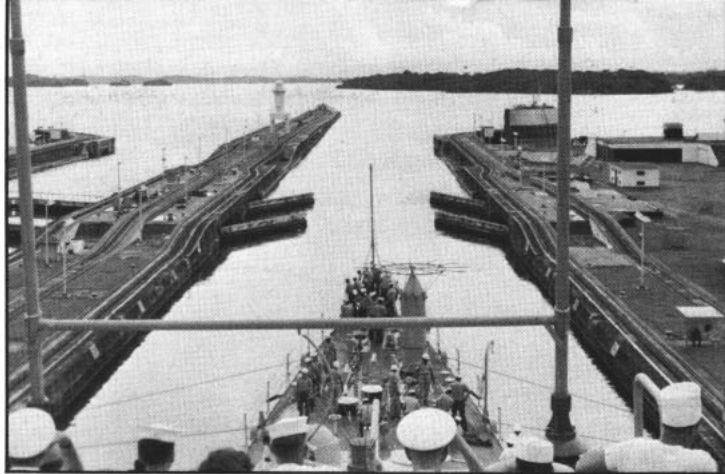
PANAMA CANAL TRANSIT

a photographic essay by the men of USS PREBLE (DLG-15)



Top to bottom: USS Preble (DLG 15) enters lock of Panama Canal. (2) Sunrise at the eastern entrance as seen from DLG 15. (3) Preble rides at anchor.

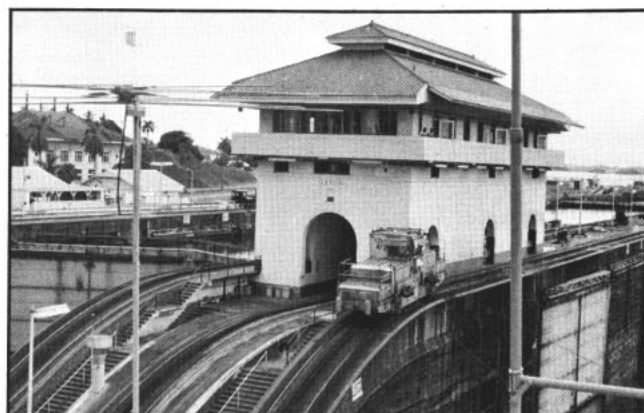
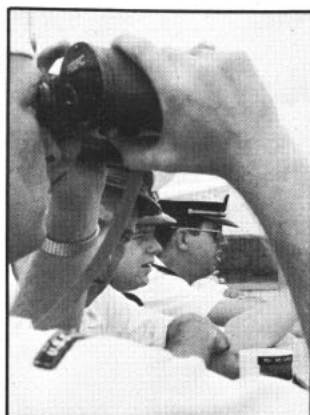




Above: The ship enters one of the lakes in the canal. Below: This is the way a lock looks at night from the bridge.



Below left: Some of the crew takes time out to observe the canal. Right: A lock control station and mule used for assisting ships.





THE DEEP, BRASSY throb of a gong bursts through the simple melody of a flute, coupled with the mysterious rhythm of Oriental strings. These are the sounds of Hong Kong—remote to most minds, alien to the thoughts of a few.

Some weeks back Hong Kong provided the setting for a new kind of adventure for members of the crew of *uss Dixie* (AD 14), namesake of the southern United States.

Putting in at Hong Kong is always anticipated with fervor by sailors of the U. S. Seventh Fleet, but this voyage was special. Setting out from Subic Bay, Republic of the Philippines, *Dixie* on this trip was carrying civilian passengers, many of them wives of the crewmen on board.

"This makes up for the honeymoon we didn't have," said Petty Officer 2nd Class John A. Robinson. "Besides, this gives Carol a chance to see me at my job and to experience shipboard life."

The trip was arranged by *Dixie's* commanding officer, Captain Paul H. Dallmann, USN, and authorities at the naval base in Subic Bay.

"I thought it would be an excellent opportunity for military dependents and civilians from Subic Naval Base to visit one of the most exciting cities in the world," said the captain. "We had accommodations for

93 passengers and allocated the space on a first-come, first-served basis." There were lots of takers.

SAILING TIME TO HONG KONG, known as the Pearl of the Orient, was two days. En route the passengers had a chance to encounter many of the facets of life aboard a naval vessel. Up at reveille and to bed at taps—some family members found this routine somewhat exhausting. In the case of others, the sea took its toll.

With the tottering horizon and the roll of the ship, faces took on a greenish cast, until the new passengers gained their sea legs.

Despite this, it was an enjoyable trip for all. The hospitable crew of *Dixie* provided for an exciting and fun-filled transit.

Movies, games, music by *Dixie's* band and, of course, plenty of Navy chow were provided for the 93 voyagers. Guided tours of the ship proved pleasant and enlightening. While on the bridge, one young lady seemed disturbed that the captain "was not steering"—until she learned that all hands have their roles to play.

Dixie's motto is "Aged to perfection"—and she's had more than three decades to carry out the theme of this motto. Perhaps this explains the team spirit of the

men of *Dixie*, which was commissioned back in 1940.

She lays claim to being the oldest commissioned ship still on active duty in the U. S. Navy. Her home is San Diego, but for a while she's serving in the Philippines, providing maintenance and repair for ships of the Seventh Fleet.

The sighting of Hong Kong and the five-day visit to follow were a welcome relief from long days of toil for *Dixie* and her crew.

As the majestic hills first came into view, the passengers manning the rails were filled with admiration.

"It's beautiful! I can't believe it, I'm really here!" exclaimed a young schoolteacher.

A VETERAN CPO remarked, "I've been here seven times, but I never get tired of it. Best liberty port in the world."

Dixie anchored about 20 minutes from the beach. She was flanked on the left by Victoria, to the right lay Kowloon. Together, they compose the British Crown Colony of Hong Kong.

The mist lifted from the harbor — and the exotic East came into full view. Chinese in their bamboo hats and simple attire flowed by as they struggled at the tillers of their small boats. Fabulous Chinese junks glided gracefully by, while only a hundred yards away, fishermen in sampans cast nets for their morning catch. A sight long to be remembered.

directions. Open one door, and inside the dim light reveals couples dancing to a rock band. Open another, and there's a restaurant, with starched, white tablecloths and Chinese lanterns suspended from the ceiling.

Dining spots featuring world-famous cuisine abound in Hong Kong. Chinese food is quite popular with visitors, and the best way to try it is with a local resident.

A young seaman commented, "I met a real nice girl and she tried to teach me to eat with chopsticks . . . I wasn't too good though — it took me a long time to finish."

Hong Kong is the meeting ground for East and West. Elements of both cultures combine to make it the most cosmopolitan center in the Orient.

Loaded with their treasures of the Far East, *Dixie's* passengers and crewmen alike came back on board at the end of their holiday, happy and tired. The excitement of too much to see and too much to do had made the time pass swiftly.

"If I weren't running out of money, I'd take leave and stay another week," declared one junior officer.

As *Dixie* weighed anchor, scores of small fishing boats were already making their way out to sea.

—Story by LTJG C. Q. Durham, Jr.
Photos by PH2 J. E. Koppari

, Oriental Style

Facing page: PO2 John A. Robinson and his wife look over a guide to Hong Kong while taking advantage of a rare opportunity to take dependents on a cruise aboard USS *Dixie* (AD 14). Right: Passengers disembark *Dixie* for a five-day stay in Hong Kong.

"The World of Susie Wong" came to mind as a green-and-white ferry passed, lumbering on its path to the Kowloon shore. Massive billboards, some in English, others in Chinese, beckoned from all sides.

Everyone aboard *Dixie*, needless to say, was ready to respond to the call.

"Small boats alongside, prepare to board," summoned the officer of the deck.

Suitcases, people, and cameras streamed down the ladder. Filled to capacity, the boats made for the landing. The 20-minute trip seemed a long one for the holiday-bound tourists.

Once at the pier, they scattered quickly, some to the bargaining stalls and department stores, others to embark on sightseeing expeditions. Everyone was excited.

DAYTIME TOURS were followed by evening festivities. The city has many moods, and imagination is the best guide for a night of entertainment.

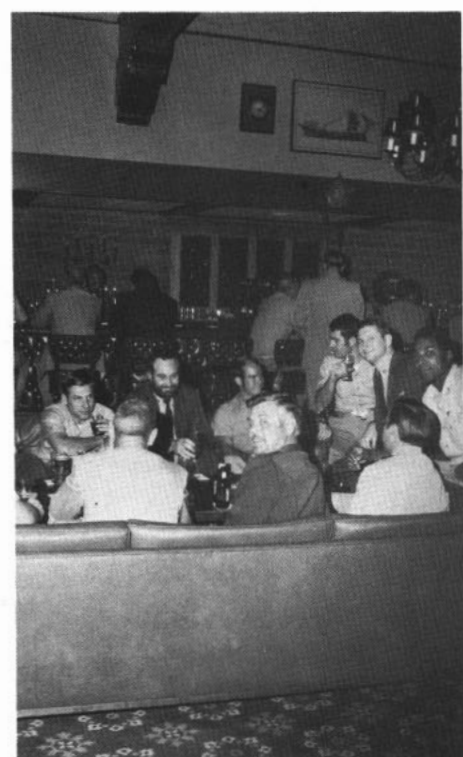
Flashes from colorful neon signs shout from all



**...For Navymen
and their Families**

**OFFICER,
CPO &
ENLISTED CLUBS**





A NAVY OFFICER in Philadelphia, a chief petty officer in New London, and a Navyman in Oceana, all have something in common—the more than 400 messes which are operated by the Navy to make their off-duty hours more enjoyable. This network of centers—440 of them to be exact—comprises the Bureau of Naval Personnel's worldwide Mess System.

Typical of the popularity and service of these Navy clubs are the Officers' Club at the Philadelphia Naval Base and another at North Island Naval Air Station; the Chiefs' Club at the New London Submarine Base; the combined Chiefs' and First and Second Class Petty Officers' Clubs at NAS Oceana; and the First and Second Class Petty Officers' Club at Fleet Activities, Yokosuka, Japan.

Like all the clubs of the system, these provide wholesome and interesting entertainment programs for the officers and men who patronize them. These five clubs are representative of all that is good in the Navy Mess System; they're managed by professional civilian club managers, each with a minimum of at least 15 years' experience in the business.

These are examples of what topnotch, professional, dedicated, intelligent and imaginative management can accomplish.

THE PHILADELPHIA OFFICERS' CLUB is managed by Mr. Lou Cassidy. It has achieved an enviable record for its fine food at moderate prices and inexpensive drinks. It offers quality service and a continuing schedule of special events for the officers. The mess has just completed a major renovation plan to provide more space to take care of the patrons; each room is named after ships built at the naval shipyard. The Franklin, Pennsylvania, Delaware, Germantown, Valley Forge, Philadelphia and United States rooms are all featured. Each room has a painting of the ship it honors, created by a distinguished local artist.

The club has a continuous travel program and has featured travel groups to Ireland, Lisbon and Madrid. Future plans call for visits to Munich, Garmish, Berchtesgaden, Copenhagen, and even Moscow and Leningrad.

Some of the very special programs are the monthly \$1 luncheon for active duty officers, the semimonthly theme parties, the hard rock program and go-go girls for the younger officers, and motion pictures of the silent film era.

For Left: Live music for dancing is very popular in CPO club at Sub Base, New London. Left top to bottom: A fashion show takes place during the lunch hour in the Skyroom at North Island. (2) Commissioned Officers' Mess (open), North Island Naval Air Station. (3) North Island Navyman chat in the main bar and lounge.

OFFICER, CPO & ENLISTED CLUBS

FROM "JACKRABBITS TO JETS" (a takeoff on the station's motto) is the way, also, that Mr. George McMasters describes the growth of the mess system at the North Island Naval Air Station at San Diego. The Commissioned Officers' Mess (Open) offers a complete program for all officers—active, retired and Reserve—in three separate buildings. The main club, with its beautiful Sky Room overlooking the ocean and the runways, provides luncheon, dinner, bar, cocktail and private party service.

The main club runs a varied program of theme parties, buffets, dances and balls.

The Downwind Club, in a separate building, was the first club in the Navy established exclusively for junior officers with programs that were responsive to their desires and needs. The Hard Rock Program has been popular since 1964—on a part-time basis—and this year it has gone full-time. The mess also operates a bar in the Bachelor Officers' Quarters that is always informal and is very popular with the aviators.

AT NEW LONDON—as a chief petty officer walks through the door of the Chief Petty Officers' Mess (Open) at the Naval Submarine Base, he fully understands that this is "his club" run by "his kind of people." The manager, Mr. Mike Guida, and his entire staff devote their full time to making sure that this mess is truly responsive. Some of the strong support given this end results from the efforts of the commanding officer of the base, Captain Jack Hawkins, and the president of the local Advisory Board, Master Chief Kesaris.

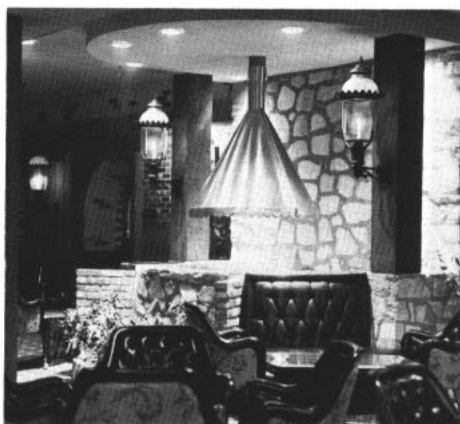
This club features a beautiful cocktail lounge and bar, and a stag bar. The mess has just undergone a complete renovation program, including the dining room where live entertainment and music are available three to four nights a week. This room features complete New England style dinners—lobsters and quahogs are specialties of the house.

One of the popular events in the club is the monthly Nooners' Lunch featuring guest speakers, and these are occasions for honoring chief petty officers who have given outstanding service to the Navy or the

At NAS Oceana: Top from left: Foyer of CPO Club. (2) Dining room features special event for children. (3) A baked sea bass is served from a special portable heat cart. Center from left: A cool beverage is mixed. (2) The cocktail section. (3) Stag bar/game room. Bottom from left: Mardi Gras Nite. (2) Good food and a nice atmosphere welcome persons to the club.









OFFICER, CPO & ENLISTED CLUBS

local community. As spring approaches, the outdoor picnic area, developed by the club, will become popular again; it is used both by units and families for picnics and other outdoor affairs.

MOST UNUSUAL CLUB in the Navy is the way manager Paul Carver describes the dual Chief Petty Officers' Mess (Open) and the First and Second Class Petty Officers' Mess (Open) at NAS Oceana, Va. At Oceana, they took an old "H"-shape mess hall and developed a club for chiefs in one leg of the "H", one for 1st and 2nd class petty officers in the other, and used the area in the center for the galley.

A feature of the chiefs' club is a stag bar equipped with pool tables, shuffleboards, and color TV, where the chiefs may relax. One of Carver's most popular ideas is costume and theme parties at which he and his staff set the theme and the pace for the members.

Both clubs feature gourmet dining, and Carver has designed a table with a charcoal burner in its center so that members can barbecue their own food right at the tables. Both clubs also feature flambe cooking, and the clubs have become the most popular eating places in the Tidewater area.

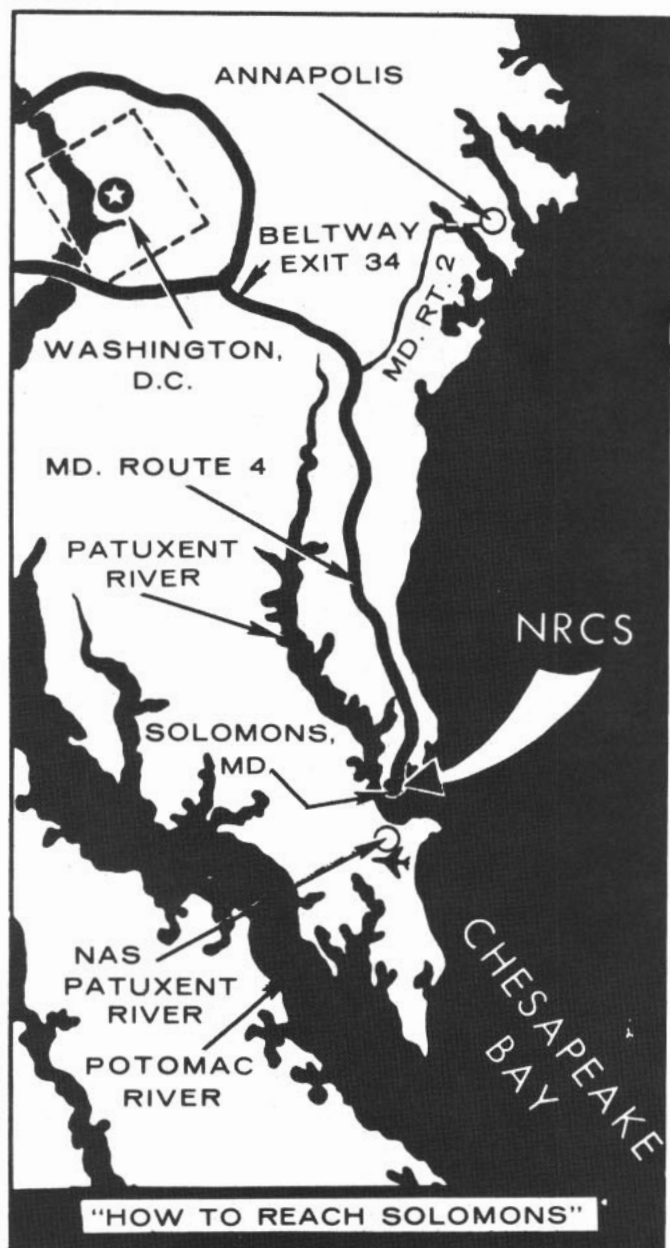
YOKOSUKA, JAPAN — the First and Second Class Petty Officers' Mess (Open) of Fleet Activities—fulfills the social needs not only of local members but is also the social center for the fleet. The manager, Mr. Bill Stansell, operates on the theory that the petty officers know what they want in their club and it's his job to get it for them.

The Yokosuka club features a main dining room and a snack bar serving an average of 1170 persons a day. The four bars and cocktail lounges serve another 450 people. The club catered 160 ship and other parties last year, ranging from 10 to 1000 persons each. Fleet movies are shown twice daily, and bingo is played every week. Featured is a stag bar where the men can play pool, shuffleboard, or just relax.

Top from left: POs enjoy the Sunday buffet at Fleet Activities, Yokosuka. (2) The Ranch Room Bar serves drinks and snacks from 1100 to midnight. (3) Weekly bus tours to points of interest are popular in Yokosuka. Center from left: One of the new rooms at the Philadelphia Officers' Club. (2) Officers' wives enjoy a get-together. (3) The ballroom at NAS Oceana. Bottom from left: Active duty officers at Philadelphia have a monthly luncheon. (2) Individual group functions are welcome at Philadelphia.

SOLOMONS

A Sample of a Naval Recreation Center



JUST 65 MILES SOUTHEAST OF WASHINGTON, D. C., lies Solomons, Md., site of a new Navy recreation center with something of interest to offer to all members of the Navy-Marine Corps family. Navy Recreation Center Solomons (NRCS) was built to provide low priced recreational facilities for Navymen, Marines and their families on the East Coast; recently a brochure describing available services and facilities was distributed to all commands within the Washington Naval District.

Located on Maryland Route 4 about a 75-minute drive from Capitol Beltway Exit 34, the 260-acre center complex offers comfortable overnight accommodations, camping facilities and plenty of opportunity for fishing, boating, swimming, picnicking, practicing your golf swing or just plain relaxing.

●**Overnight Accommodations:** NRCS has 14 cottages (two to five bedrooms), a 15-unit apartment motel (one to four bedrooms), 21 bungalows (all three bedrooms), 65 raised tent sites, 65 tent-camper sites with individual electricity and 39 trailer sites (up to 50 feet) with complete individual utilities. All tent and tent-camper sites are located conveniently close to running water and shower-equipped comfort stations. Chinaware, silverware and a limited assortment of cooking utensils are provided in all cottages, apartments and bungalows. Linen is not provided, but is available for rental from a local agency. Guests should provide their own salt, pepper and sugar. Coin-

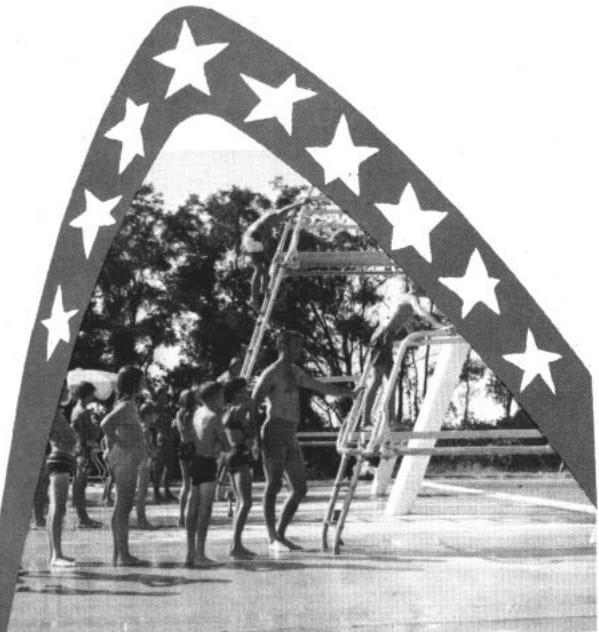
operated laundry facilities are provided in the apartment motel and at the comfort stations.

- **Boating and Fishing:** A fully equipped boat marina includes a boat launching ramp which will accommodate two launchings at a time, ample parking area for cars and boat trailers, temporary and permanent mooring slips, thirty-six 15-foot fiber glass and ten 14-foot aluminum rental boats with outboard motors, and a boathouse stocked with bait, ice and other supplies. Fuel for boats is available at the marina's service dock. A 250-foot heavy piling fishing pier, with safety railing and lights for night angling, is also available.

- **Swimming Pools:** The swimming pool complex includes a shallow pool, diving pool and wading pool with a large apron and grassy sunbathing area. A bathhouse with stowage baskets is available. A snack bar and open air eating area are adjacent to the pools. The pool complex is closed on Mondays.

- **Picnic Areas:** Two picnic areas are located adjacent to playgrounds and game areas and are equipped with tables, charcoal barbecue stoves and park benches. A covered, partially enclosed picnic pavilion is also available.

- **Outdoor Games:** Two tennis courts offer wind protection and non-skid concrete surfacing. Field and court game areas include volleyball and badminton courts, horseshoe pits and large open areas for softball, football and soccer. Equipment may be checked out at the issue room in the recreation hall. A minia-



Kids of all ages await their turn at the diving boards.

ture golf course and golf driving range are also available with equipment provided on the site. There are two fully equipped children's playground areas.

- **Indoor Activities:** The recreation hall houses an air-conditioned bowling alley with automatic pinsetters, billiards room, ping-pong tables, game room, equipment issue room and the administrative office. The lodge offers a snack bar, reading lounge and an outside patio overlooking the beautiful Patuxent River.

- **Living Conveniences:** NRCS has all the conveniences necessary for daily living. The "quick shop" store in the lodge stocks a variety of grocery and sundry items. A gas station for automobiles is located near the marina. Laundry rooms with coin-operated washers and dryers are located in the motel apartment building and near the tent and trailer sites.

Comfort stations in several locations provide showers, rest rooms and vending machines. A sewage tank disposal station for campers is on the access road.

THE TOWN OF SOLOMONS is a small, quiet hamlet and a popular recreation and resort area, with marina facilities covering the coves and inlets. As a result, marine and fishing services and equipment are readily available throughout the area. NRCS patrons also have access to the community's churches, physicians and other commercial services.

—YN1 Richard Willet and JO2 Jim Shields

RATES FOR LIVING ACCOMMODATIONS

Number
of
Bedrooms

Daily Rates Per Unit

E1 to E3 E4 to E9 Officers

APARTMENTS

One	3.50	5.00	6.50
Two	5.00	6.50	8.00
Three	6.50	8.00	9.50
Four	8.00	9.50	11.00

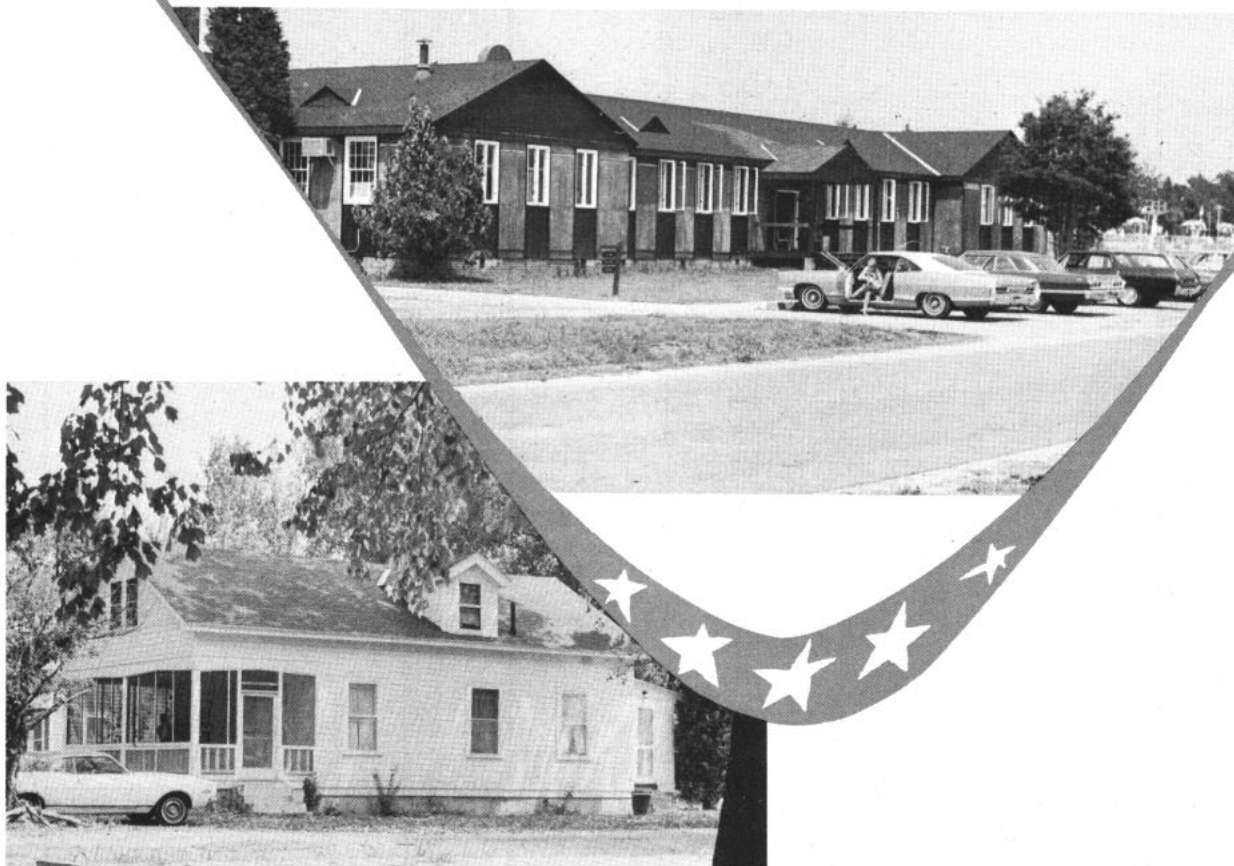
COTTAGES AND BUNGALOWS

Two	6.50	8.50	10.50
Three	8.00	10.00	12.00
Four	9.50	11.50	13.50
Five	11.00	13.00	15.00

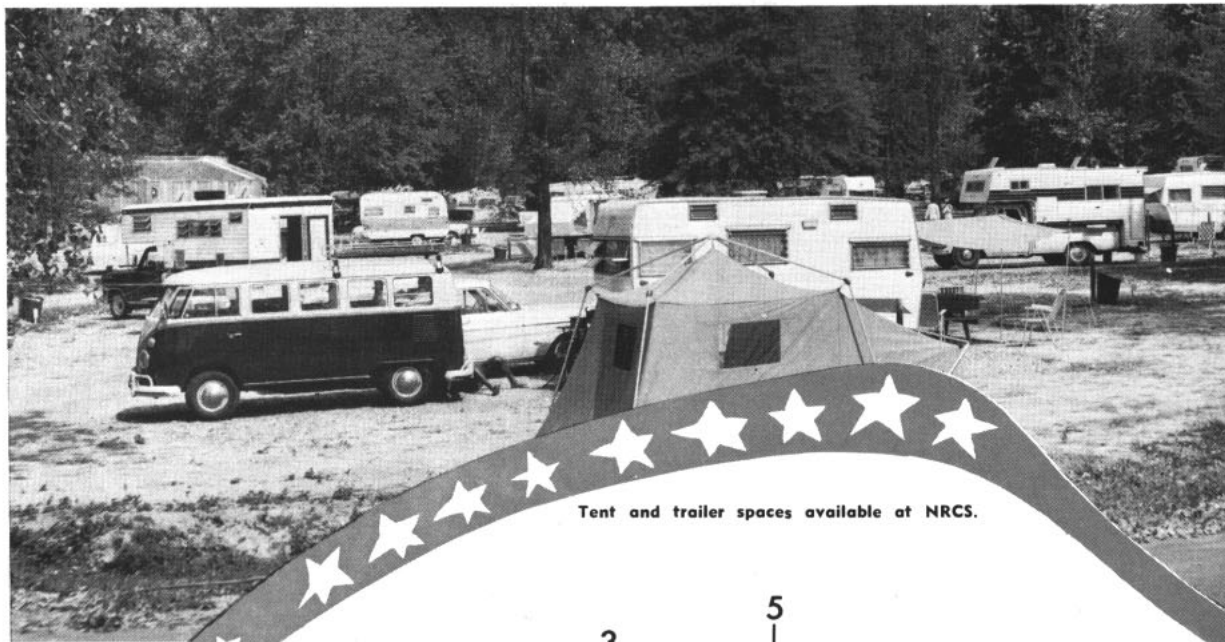
TENT AND TRAILER SITES

39 Trailer Sites	\$3.00 per night
65 Tent Trailer Sites	\$2.00 per night
65 Tent Sites	\$1.00 per night

Solomons "quick shop," Navy Exchange, reading room, cocktail lounge, snack bar and an outside patio overlooking the Patuxent River, make up the Lodge.

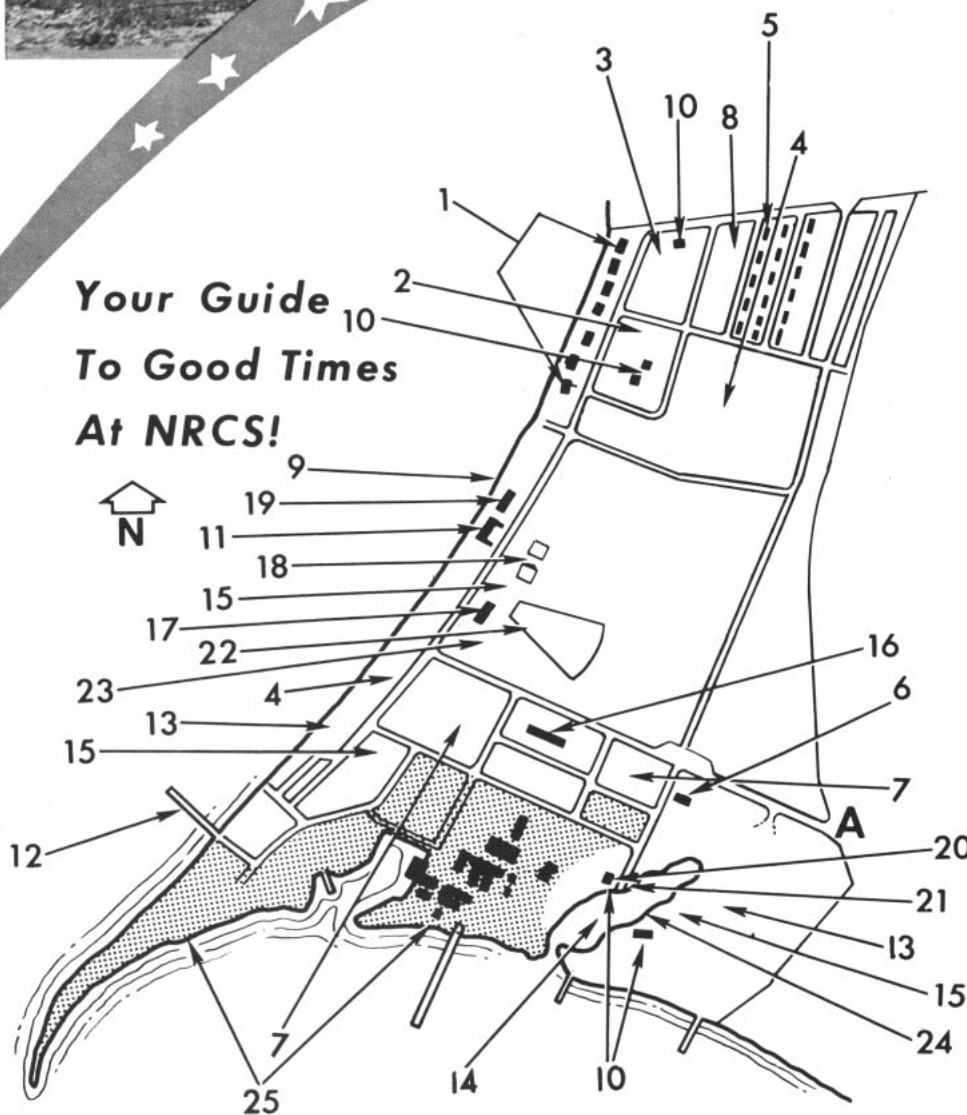


One of the beachfront cottages at Solomons Island.



Tent and trailer spaces available at NRCS.

Your Guide To Good Times At NRCS!

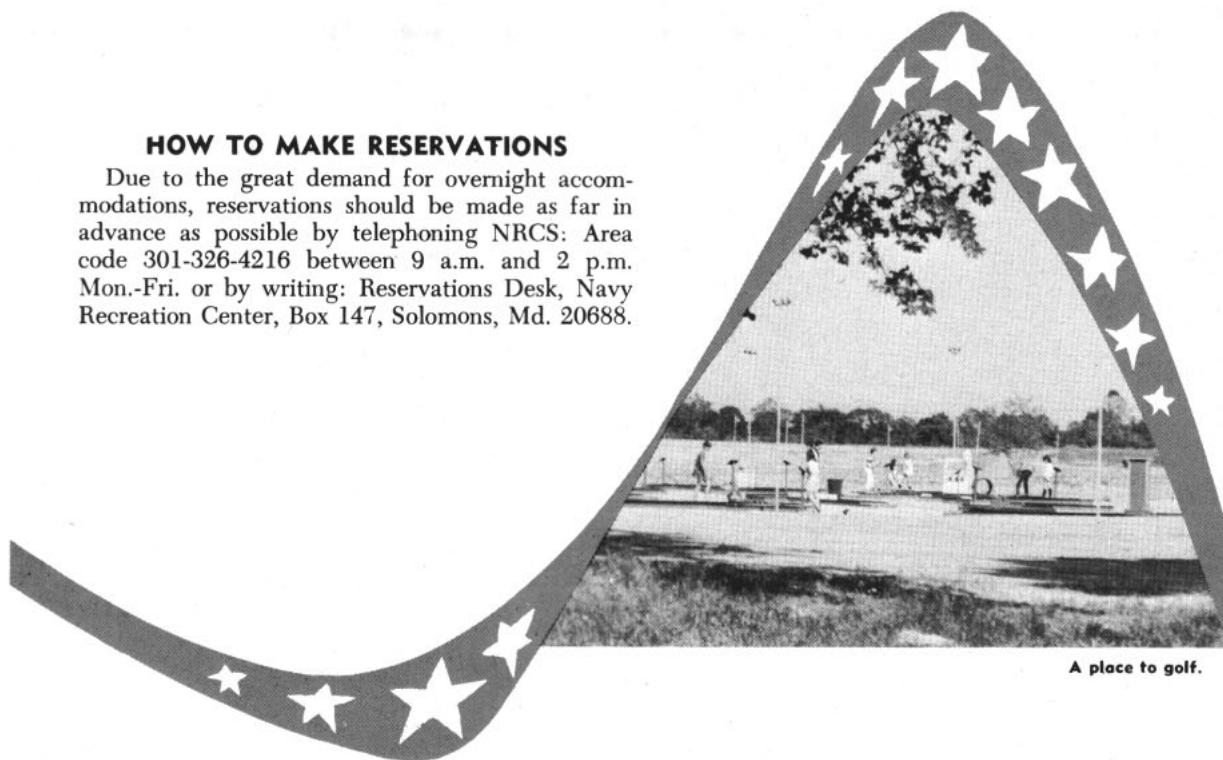


LOCATOR MAP

- A. Main Entrance
- 1. Cottages
- 2. Tent-Trailer Sites
- 3. Tent Sites
- 4. Playgrounds
- 5. Bungalows
- 6. Dump Station
- 7. Field Game Areas
- 8. Trailer Sites
- 9. Beach
- 10. Comfort Stations
- 11. Lodge
- 12. Fishing Pier
- 13. Picnic Areas
- 14. Marina
- 15. Parking Areas
- 16. Apartment Motel
- 17. Recreation Hall & Admin. Office
- 18. Tennis Courts
- 19. Swimming Pools
- 20. Auto Service Station
- 21. Boat Service Station
- 22. Golf Driving Range
- 23. Miniature Golf Course
- 24. Boat Launching Ramp
- 25. Restricted Area (Shaded)

HOW TO MAKE RESERVATIONS

Due to the great demand for overnight accommodations, reservations should be made as far in advance as possible by telephoning NRCS: Area code 301-326-4216 between 9 a.m. and 2 p.m. Mon.-Fri. or by writing: Reservations Desk, Navy Recreation Center, Box 147, Solomons, Md. 20688.

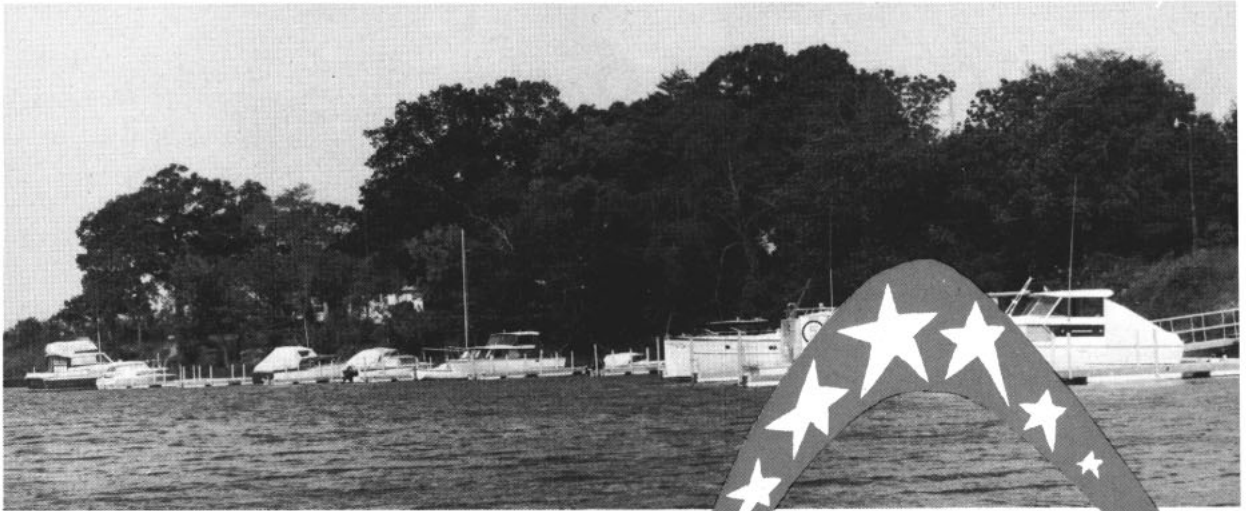


A place to golf.

OTHER FACILITIES FOR WHICH A CHARGE WILL BE MADE:

Swimming Pools	\$.50 for adults — \$.25 for children
Boat Marina (Mooring)	Daily: 20-foot \$.75 30-foot \$2.00 40-foot \$3.00 Annually: 20-foot \$ 60.00 30-foot \$180.00 40-foot \$240.00
Boat Launching Ramp	\$.75 per launch
Golf Driving Range	\$.25 bucket of golf balls
Miniature Golf Course (18 holes)	\$.25 per person
Bowling	\$.35 per line
Boats and Motors (Fishing)	15' fiber glass: \$8 full day; \$5 half-day 14' aluminum: \$5 full day; \$3 half-day plus cost of gasoline Sailboats: \$10 full day; \$6 half-day
Bicycles	Tandem: \$2.50 full day or \$.50 per hour Single: \$1.50 full day or \$.25 per hour

Navy Exchange prices will prevail in the "quick shop" store, cocktail lounge, snack bar and at the automobile and boat service stations. Prices will be posted where appropriate.



A place for patrons to berth their boats year around.



A place to fish.



A place to play.

NAVY JUNIOR SURFING MEET

THE UNIFORMS WERE BIKINIS and the equipment surfboards — instead of knapsacks and compasses — when Explorer Scouts from throughout the nation converged on Honolulu for a three-day surfing meet on Easter weekend.

The Navy hosted the first National Explorer Surfing Conference — a combination surf meet and scout encampment — at Barbers Point Naval Air Station. More than 150 youngsters, aged 14 to 20, competed in the Easter holiday event, including 20 members of the Coronado Surfing Club — an all-surfers' Explorer post in southern California — who challenged Hawaii's best surfing Explorers from Oahu and the neighboring islands.

While preparing for the trip, scout officials told Explorer members, "The only clothes you'll need will be a bikini if you're a girl, or a pair of Bermuda shorts if you're a boy — plus your surfboard. If you have an Explorer uniform, leave it home."

THIS UNUSUAL DRESS CODE reflects the attempt by adult leaders to build a modern new image of the Explorer movement with surfing as the bonding force.

Rear Admiral Thomas B. Hayward, 14th Naval District commandant and chairman of the conference, provided Navy berthing and food service for the scouts at Barbers Point. Among those attending was Joe Harrington, 16 and a native of Honolulu who now lives in Cincinnati and is considered by some to be a top junior surfer in the east.

A total of 19 trophies were awarded for three surfing events — boys' 14-16, boys' 17-20 and girls' open 14-20 — and a run-swim-paddle contest.

Some of Hawaii's best surfers, past and present, participated as workshop instructors, judges, guest lecturers and clinic assistants. Paul Strauch, whose surfing debut at age eight on a 25-pound balsa wood board eventually led to first place in the 1970 Makaha International Surfing Championships, directed the events. To provide a more comprehensive view of surfing, Strauch and the staff of experts went "all the way back to the early days of surfing to tell the Explorers how Hawaiians originated surfing years ago."

PRETTY TEENAGERS—Karen Crabbe (left) and Jill Gladden of Ewa Beach were among 150 Navy Juniors taking part in the National Explorer Surfing Meet at Barbers Point. Three surfing events, a run-swim-paddle contest and clinics were directed by Paul Strauch, 1970 Makaha International Surfing Champion.

—Photo by Paul Marshall.





..... SHIPBOARD

LIFE ISN'T ALL WORK AND NO PLAY, even for the crew of a Navy destroyer deployed to the Western Pacific. Navy men aboard *USS Southerland* (DD 743) kept pretty busy during last year's deployment—performing their regular jobs, standing watches and turning to for special evolutions like gunfire support missions, underway replenishments and anchorings.

But what about the inevitable slack periods?

Of course, there's always reading, playing cards and watching the evening movie on the messdecks. But surprisingly enough, with a little effort and imagination, any ship's company can create a variety of other recreational events to break the monotony of the daily routine at sea. Swim call, for instance, is a favorite on any ship and was always received enthusiastically by *Southerland's* crew. In addition, every day at 1600 while the ship was underway, the ship's "muscle-men" met on the flight deck to exercise, lift weights and skip rope—all good ways to relieve pent-up emotions.

Finally, nothing brightens a Sunday at sea any more

MID - CRUISE VACATION

AFTER A TWO WEEK, MID-CRUISE VACATION with their families in the United States, 165 Navy men returned in mid-March to combat operations aboard *USS Ranger* (CVA 61) off the coast of the Republic of Vietnam. The men took advantage of the new liberal leave policies which allow up to five per cent of ship's company to take leave at any one time while their ship is deployed overseas. (See *ALL HANDS*, Nov 70, p. 45.)

The leave group was made up of Navy men attached to *Ranger* and to embarked Carrier Air Wing Two. It included 21 officers, 21 chief petty officers and 123 white hats.

The Navy men were lifted by helicopter from *Ranger* on 4 March during actual combat operations. They traveled to Cubi Point in the Republic of the Philippines aboard *USS Camden* (AOE 2), a fast combat support ship operating with the carrier. From there they flew to Seattle and San Francisco aboard a chartered commercial airliner. From the West Coast, many caught regular commercial flights to points as far away as New York City to see family and friends. Timing on the return flight, two weeks later, was nearly perfect: the chartered plane touched down at Cubi Point airfield about the same time as *Ranger* was tying up at Subic Bay Naval Base across the harbor for a brief inport period.



ACTIVITIES



than a barbecue on the fantail—though it may not taste as good as on the patio back home. Commissarymen made occasions like this even more festive with home-made rocky road ice cream.

OTHER SPECIAL EVENTS helped relieve tensions on board. The crew organized the first annual Gulf of Siam Fishing Derby during a stand-down period and awarded prizes for the most fish caught, the longest fish and the smallest fish. Other crewmembers sighted in recently purchased firearms and did some target shooting from the fantail, with appropriate safety precautions. Individuals supplied their own ammunition to fire at a discarded 50-gallon drum.

Below decks, other Navymen could make their own tapes from the ship's extensive recorded music library, using sound equipment purchased for the ship with welfare and recreation funds while in Japan.

—LT (jg) F. G. Felt

PIZZA

The best pizza in the South China Sea? Just dial 907, if you happen to be aboard *uss Halsey* (DLG 23). Unfortunately, they don't accept orders by helo or autovon.

Commissarymen aboard *Halsey* have been doing their bit to make the long underway periods seem shorter for their shipmates. They've opened a pizza parlor and helped organize regular Ethnic Nights every two weeks on the mess decks.

The Pizza Hut is open every Friday evening while the ship is deployed, from 1900-2200. The staff—nine or 10 volunteers from as many different divisions—prepares piping hot pizza to be enjoyed before and during the evening movie. They usually offer a choice of pepperoni, cheese, mushroom, sausage or hamburger—or any combination desired. They prepare an average of 230 twelve-inch pizzas every Friday—enough to feed every hungry sailor aboard who isn't on watch or in his bunk.

Halsey's leading commissaryman, CS1 Bobby Tyson, also has a hand in preparing the regular Ethnic Night dinners that focus on the distinctive dishes of a particular minority group. The crew responded enthusiastically to the first three special evenings: Mexican-American Night, Soul Night and Italian Night.

MUSIC

THEY WEAR TRADITIONAL MILITARY UNIFORMS, but their weapons are musical instruments and their message is one of happiness and goodwill.

Traveling nearly 60,000 miles each year on board the cruiser USS *Oklahoma City* (CLG 5), they frequently enter the Vietnam combat zone. The 14 members of the U. S. Seventh Fleet band are doing their thing in the Far East this year, as they have for the past 10 years. Serving as the official band for the Seventh Fleet Commander, the band has played them all—from clubs to orphanages to hospitals.

What's a typical day like in the life of a Navy musician?

Musician 1st Class Charles Beadle answers without hesitation: "We don't have 'typical' days."

Beadle, the band's 26-year-old acting leader, knows how demanding the group's schedule can be. A typical day in the life of a Seventh Fleet musician is a day very much unlike the one which preceded it.

The band's real work begins when *Oklahoma City*—command ship for the Seventh Fleet Commander—enters a foreign port. Most days are filled with public performances and people-to-people concerts. In addi-



MAKERS

tion, there are television concerts in foreign ports, the most recent on a national television show in the Republic of the Philippines.

WHEN THE COMMAND SHIP IS IN WATERS NEAR DA NANG, the musicians often pack up their equipment—four saxophones, three trumpets, three trombones, drums, amplifiers, speakers and props—for an in-country jaunt. The band travels by helicopter to various bases in the Da Nang area, playing at clubs, hospitals and orphanages.

"Everybody seems to have a good time—ourselves included," says Musician 2nd Class Jack Kemejuk. The 24-year-old musician has played with the band for two and one-half years, and he enjoys his work partly because it generates a lot of good will, with whole villages turning out for the occasion. But Navy bandsmen can match their work schedules with any other rating—and then some.

The effort is evident in the band's grueling schedule "on the road" in Vietnam. The musicians rise early each morning — or as early as possible after playing late into the night — and work on new ar-

rangements until noon. Then they pack up the equipment and hop on the helo to the first performance of the day.

After the first performance the band gets a break for a late lunch, but their rest is short-lived. There are usually two or three more shows on tap for the evening.

Because of the variety of music played by the Seventh Fleet Band, its musicians are among the most versatile performers in the Navy.

"Our band must have men who can play all types of music," explains Beadle, a seven-year veteran in Navy bands. "We play for all types of audiences and we like to play what the people want to hear."

The Seventh Fleet musicians make a special effort to play the music of the country they are visiting. "The old saying that music is a universal language

Below left: Band soloist MU2 Jack Dempsey entertains at the band's concert in the Rizal Park Amphitheater in Manila. Below: Cameraman moves in and mike is lowered as the Seventh Fleet bands belts out a tune on Philippine television.



"Music has many dialects . . ."

just doesn't go," says Beadle. "Music has many different 'dialects,' and we always try to 'speak' to the people in their own musical dialect."

The band uses a number of native costumes and props in its routines. It's not uncommon to see the group decked out in sombreros and ponchos while playing a rendition like "Tijuana Taxi."

THE BAND REHEARSES DAILY — between the unlikely hours of 2200 and 0300, while *Oklahoma City* is at sea. It's the only time their "studio," the ship's library, is not in use by the crew.

There are performances at sea, too. The band plays for underway replenishments — "unreps" — where boxes of food and stores are transferred from other ships. Since the job of transferring and loading stores is hardly pleasant, with many of the men having to haul boxes down into the food storage spaces, the band tries its best to brighten spirits with music.

"Sometimes it's hard to see whether the crew appreciates us or not at unreps," said Beadle. "But they usually do. I remember one unrep when I looked over on the other ship's deck and saw two sailors dancing. Then I knew we were appreciated."

Call them ambassadors of goodwill or morale builders. The Seventh Fleet band seems to fit both titles well. Whether they're playing in starched whites for an admiral's reception or in green fatigues in the middle of a tiny Vietnam village, their business is the same — entertainment.

From orphans to hospital patients, from Army troops to the citizens of Manila, the "music warriors of the Seventh Fleet" are among the best-known musicians in the Western Pacific. Just ask the people.

—JOSN John Polis

Tijuana Brass, Seventh Fleet style—MUSN Dave Boldrey (left) and MU3 Jack Moorhouse put out a Spanish sound during a concert.



On the High Seas SHOW-TIME

LATIN RHYTHMS and high-stepping dancers had Navymen shouting, "Ole!" during two special shows this spring on board ships in Florida and the Caribbean.

Some of the top performers appearing at nightclubs and hotels in San Juan, Puerto Rico, took time out from their busy schedules to entertain Navymen and Marines aboard *LaSalle* (LPD 3) on 24 February. *LaSalle* was in the Caribbean to participate in annual *Veritas* exercises. Perhaps the most notable of the entertainers was Jose Ferrer; other groups supplied music and comedy. The variety show drew an overflow crowd of cheering, applauding servicemen.

Two weeks later, a group of Cuban dancers and guitarists entertained Navymen aboard *uss Howard W. Gilmore* (AS 16) in Key West, Fla. A junior enlisted man serving aboard *Gilmore*, YN3 Eloy Cepero, helped arrange the unusual diversion for his shipmates. After touring the ship and dining on the mess decks, the Sylvia Medina Goudie Dancers — all ref-

ugees from Cuba — performed an intricate dance routine from "West Side Story" on the ship's helo deck. They were accompanied by the Lily-Margot Guitarists, another group home-based in Miami. The assembled crew applauded the performance wildly.

The two troupes were in Key West to help celebrate Old Island Days, a six-week festival that commemorates the exotic history of an earlier era.

Dancers and musical groups such as those below provide entertainment for Navymen aboard fleet ships.



MUSIC MAKERS -- COMNAVAIRPAC's BAND

THE COMNAVAIRPAC BAND #21 wound up its Republic of the Philippines goodwill concert tour in the town of Morkinain Rizal, the Philippine shoe capital, after playing in three provinces and two other cities. Audiences were enthusiastic and mayors of many towns requested repeat performances. Musician 1st Class Don Taylor, first alto sax and assistant bandleader, commented, "The spectators, old and young, invariably hollered for more, but everything has to come to an end."

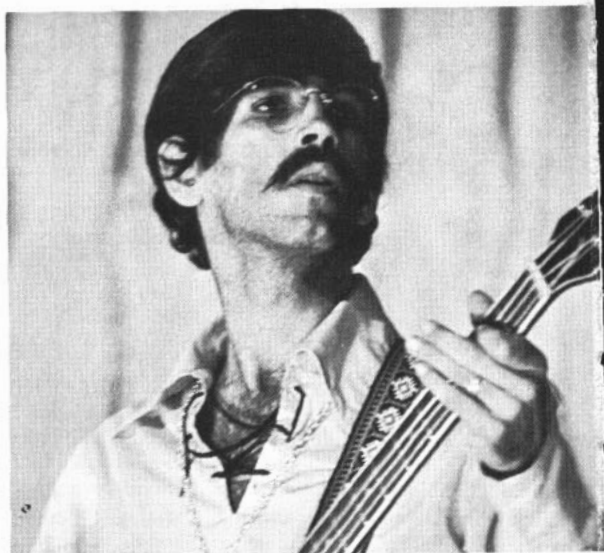
The 18-piece band had completed 10 concerts in a five-day period — including four concerts in a single day. Highlights of the tour included:

- In Bacoor, birthplace of Musician 1st Class Ricardo Guinto, first trumpet and featured conductor with the band, the group played five encores.
- In Las Pinas, a town noted for fine musicians, band members stayed for an hour after the show to sign autographs.
- In Calamba, band members visited the restored house in which Dr. Jose P. Rizal, a Philippine national hero, was born.
- At the Veterans Memorial Hospital in Quezon City, a patient danced in front of the grandstand.
- In Pateros, band members were served refreshments by teachers from the local elementary school.
- In Makati, the most prosperous Philippine municipality, the mayor requested that the band replay the nation's current hit, "Good Morning, Starshine."
- In Marikina, the mayor presented the bandleader with a pair of black handcrafted shoes, instead of the traditional keys to the city.

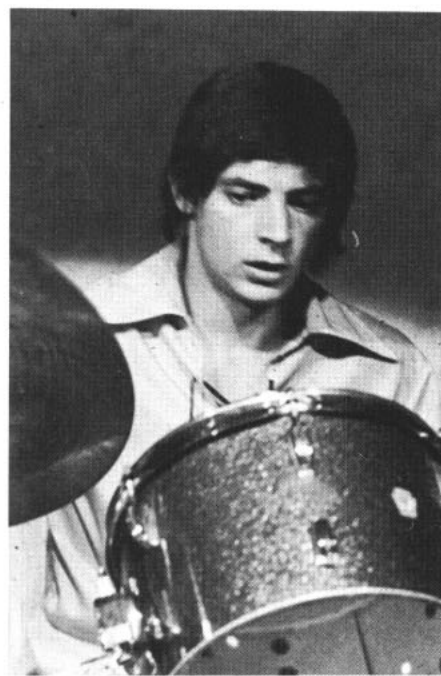
THE BAND IS A VERSATILE GROUP led by Chief Musician John Geary. It can be divided into any of six different performing ensembles: a 16-piece dance band, 12-piece hotel band, nine-piece rock group, five-piece jazz ensemble, four-piece combo, or trio. It has a repertoire of more than 500 musical scores, including the latest rock tunes.

Organized in early 1970 in San Diego, the band has already played 200 concerts ashore and 25 more afloat. A month after it was formed, the band flew to Hawaii for its first concert. Then it boarded the *Apollo 13* recovery ship, *uss Iwo Jima* (LPH 2), for the journey to the recovery area off Pago Pago, where it provided music for President Nixon and the returning astronauts. After a three-state concert tour through Texas, Washington and California, the band set out for Southeast Asia, where it played aboard *uss Hoel* (DDG 13) and *uss Kitty Hawk* (CVA 63), its home in the Western Pacific. From there the musicians traveled to Sangley Point to begin their Philippine goodwill tour. Ahead of them lay concerts in the Republic of Vietnam, Japan, Hong Kong and Singapore, before the band was scheduled to return to San Diego.

—JOC E. U. Orias



ROCK BAND



Aboard USS JOHN PAUL JONES (DDG 32), "Group Therapy" is not a psychological exercise for the long weeks at sea in WestPac; it's the name of the ship's band.

Navy men aboard the guided missile destroyer formed the seven-man rock band after they had admired each other's performances at a shipboard talent show. Since then they've performed in military clubs in Sydney, Hong Kong, Subic Bay and Sangley Point. They play western ballads and hard rock, and have drawn standing room only crowds.

Band members are drawn from all the ship's departments: there's a seaman on drums, an SF3 as lead vocalist, an HM1 playing rhythm guitar and bass, and a LTJG leading the group. Since appearance means

Facing page; top: HM2 Kim R. Garthwaite handles the chores on the bass. Below: YN3 Eldon O. Wilson and LTJG David A. Townsend share the mike on a rock song. Above left: Seven men aboard the guided missile destroyer USS John Paul Jones (DDG 32) formed the band known as Group Therapy. Top: Group Therapy performs at the Club Orient in Sangley Point. Above: SN Leonard J. Daidone keeps the beat going on the drums.

a great deal to today's rock bands, some members have chosen to wear "mod" hairpieces over their military style haircuts during performances. (Yes, those are wigs.)

—Story by PH1 James A. Davidson
Photos by PH2 John E. Koppari

Sailors help to celebrate first

FIL-AM FIESTA

THE PHILIPPINE AND UNITED STATES NAVIES joined forces early in the year to help the citizens of Barrio Asia and the town of Hinobaan, Negros Occidental, Republic of the Philippines, celebrate their first Fil-Am Fiesta commemorating the arrival, in

World War II, of the initial allied help for the beleaguered southern province 28 years ago.

On 14 Jan 1943 the submarine *uss Gudgeon* landed a party of six men, led by then Major Jesus Villamor, with a ton of supplies at Catman Point to assist the local guerrillas in their resistance efforts against the Japanese forces. It was the first landing in Philippine waters since the allied forces had surrendered on 9 April the year before. (On 3 May 1942, three days before the surrender of Corregidor, the submarine *Spearfish* evacuated six Army officers, six Navy officers, 11 Army nurses, one Navy nurse and one civilian woman from that island.)

Representing the U. S. Navy at the anniversary ceremony this year was the ocean escort *uss Knox* (DE 1052) and Rear Admiral George R. Muse, Commander U. S. Naval Forces Philippines. The Philippine Navy's destroyer escort *RPS Datu Kalantiaw* represented the Philippines.

Festivities began with the landing of Commander Will Hays, skipper of *Knox* and Commander Apolinario Jalandoon, commander of *Datu Kalantiaw*, at Barrio Asia. Both received shell leis from a welcoming party and Commander Hays was proclaimed honorary Barrio Captain by resolution of the local council.

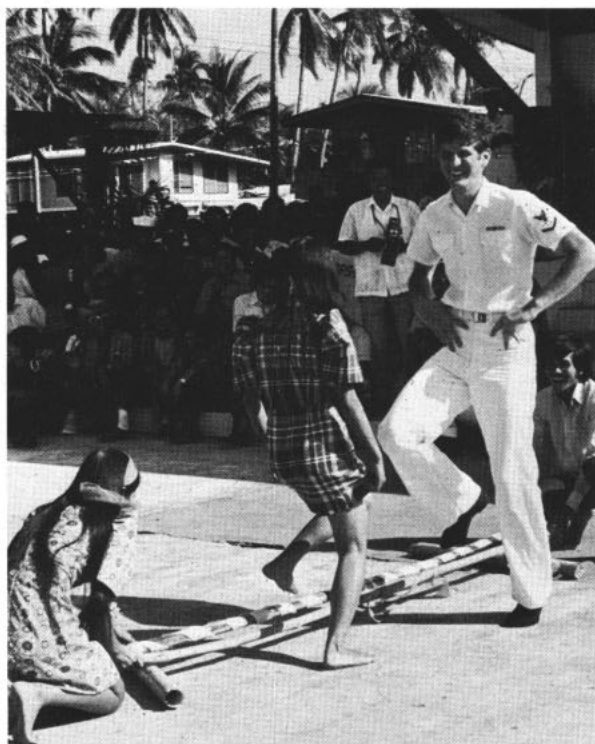
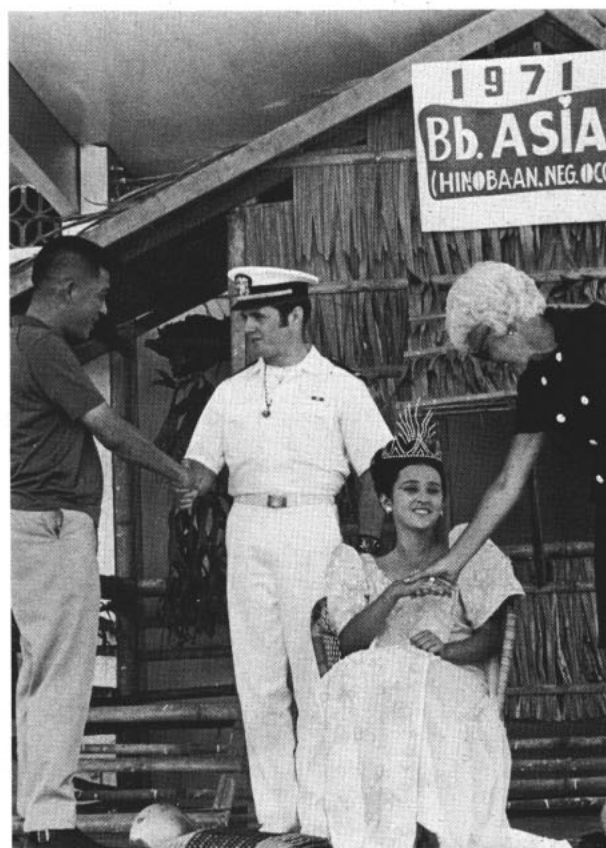
THE VISITING PARTY and their hosts then departed for nearby Hinobaan where a special program was held, highlighted by the crowning of Miss Barrio Asia, Miss *Datu Kalantiaw* and Miss *Knox*. Other events at the town plaza included local dances, cockfights, a carabao race, speeches by local and visiting officials and distribution of Operation Hand-clasp materials to local residents.

Following a full day of activities at Hinobaan the two visiting ships departed the harbor for a goodwill visit to Bacolod, the capital of Negros Occidental.

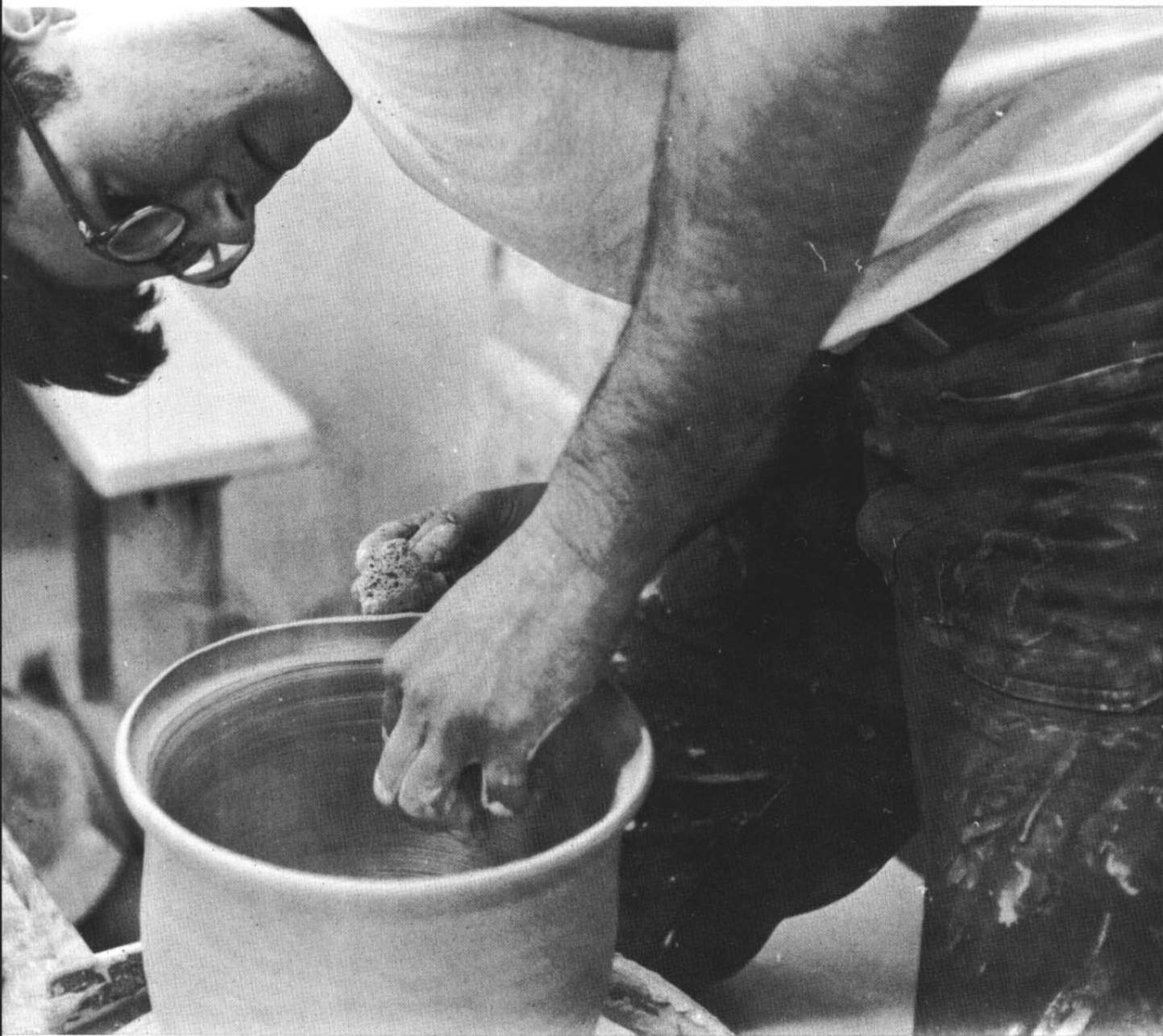




Facing page: CDR Will Hays, skipper of USS Knox (DE 1052), receives the welcome lei from Miss Barrio Asia during arrival ceremonies. Above: CDR Hays acknowledges proclamation naming him "Barrio Captain." Attending the ceremony are from left: Dodds Giagonia, coordinator of the fiesta; Asia Barrio Captain Susana; CDR Hays; Hinobaan Mayor Joaquin Bilbao and Negros Occidental Vice Governor Mike Gatuslao. Right: Miss Barrio Asia, Aida Pfeider, is congratulated following coronation ceremonies. Below: RD3 Gilbert G. Patton tries the Philippine "Tinikling" dance at the town plaza.



HOBBIES



HOBBIES ABOUND IN THE NAVY; Navymen have a better opportunity than many to pursue a fun occupation at minimum expense. The reason for this comparatively inexpensive way to pursue happiness, of course, often lies in the equipment supplied by the Navy for after-hours pleasures. Almost any base has its hobby shops where Navymen can do anything from making models (at wholesale prices) to building yachts (in Navy fiber glass molds).

Sometimes the hobbies take on tones of professionalism. Such is the case of Bill Osmundsen who, before he joined up, taught sculpture in his home town. He also owned and operated a gallery which handled his own work besides that of six other artists.

Osmundsen has been developing a style of his own since he did his first work at the age of four. Although he has a solid schooling in art, he uses his own techniques to record what he experiences.

Since he has been in the Navy, he has done murals for a small museum in the Norfolk hotel in which the World War II invasion of North Africa was planned. He has also exhibited his paintings around the city of Norfolk. As for the Navy, he gives it a one-man show every time he goes to work. Bill Osmundsen is a draftsman.

WILLIAM BABER USES THE NAVY'S FACILITIES to further his ceramics hobby and has turned out some reportedly first-rate work in hobby shop kilns. As his wheel spins, Baber shapes pottery which, when fired, attracts the attention of connoisseurs wherever his wares are shown. But pottery isn't Baber's only interest. He is also proficient in oil painting and has been a prize winner in that field as well.

While Osmundsen and Baber cultivated their talents and enhanced them with formal study, Commissaryman 2nd Class Joe Martin stumbled upon an artistic pursuit quite by accident.

He intended to soak some carrots for a stew and placed the pot with the carrots in the refrigerator. The refrigerator was colder than he suspected; in fact, so cold that the carrots were frozen solid in a block of ice when he was ready to consign them to the stew.

Liking the effect, Martin tried freezing various articles in ice, including flowers. He also experimented with shaped molds and sometimes added food coloring to achieve different effects. When others discovered his ability, Martin was much in demand to produce centerpieces for Navy festive occasions.

AT GREAT LAKES, horticulture is a going hobby—even in winter. At Camp Barry, there is a horticultural hobby shop which boasts, among other things, more than 200 tropical plants. The shop is presided over by civilian Al Sokolies, a horticulturist who has been advising amateur plant growers at Great Lakes for about one and a half decades.

There are 84 plots in the two greenhouses attached to the hobby shop. During the summer, those who

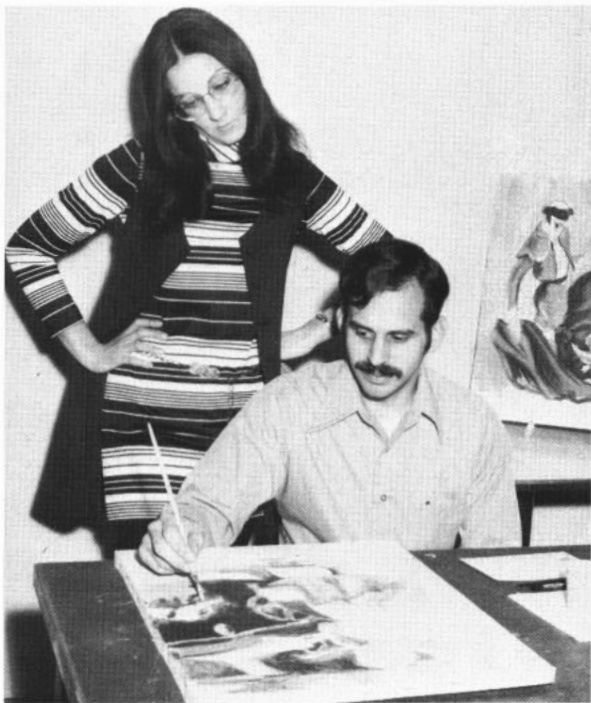
are interested can also use the 88 outdoor plots which are available for growing anything the amateur gardener wishes—flowers, tomatoes, cucumbers or radishes.

According to Al Sokolies, about 80 per cent of the outdoor plots are used for growing vegetables, with tomatoes being the most popular crop.

Inside, hobbyists concentrate mostly on flowers with tropical varieties such as orchids which outdraw other flora by a large margin. Some of the indoor plots are also used for starting seedlings in early spring for later transplanting to outdoor plots when the weather becomes more clement.

SOME OTHER GREAT LAKE HOBBYISTS include a long distance bike rider who, last summer, teamed up with his cousin to pedal around the world—or at least as much of it that is composed of terra firma.

They saw the world as few tourists see it and made a bargain basement tour as well. They bought their food along the way, living largely on cheese, bread and rice. During most of the trip, they slept alongside the road. In the United States, they bunked over-



This Navyman uses his spare time to create with paint.

night wherever the sleeping was cheap, which included a pretty exotic list of shelters.

Last winter, model railroaders at Great Lakes got a glimpse of what their hobbies could really lead to if only they had the space to indulge their pastime.

The Great Lakes Model Engineering Society displayed its 40-by-46 foot setup in the shop and invited hobbyists to view its operation.

The model duplicated a railroad world which was complete with freight yards, passenger terminals,

As the wheel spins, a sailor turns a mound of clay into a pot.

roundhouses, and industries. Members of the society were on hand to tell anyone who was interested how they could get a start in model railroading.

AND SPEAKING OF RAILROADING, we heard last winter of a naval aviator whose idea of fun is traveling miles to work on an old engine, a street car or simply a stretch of track.

Lieutenant Bill Young attributed his fondness for the rails to his mother who used to vocalize a verse or two of Casey Jones while the lieutenant was still a little shaver. From choruses of Casey Jones, Bill Young's predilection for the iron horse progressed through model trains to the point where he became an active member of the Branford Trolley Museum at East Haven, Conn.

One of his more notable contributions to the museum was hauling a small work trolley and 15 tons



of track to the museum from Johnstown, Pa. With this, LT Young did extensive building and extension work on the museum's track system.

After he was commissioned, Young continued his courtship of things that move on rails. He rode all over the south whenever special train trips employing steam locomotives were offered. He also filmed the operation of trolleys in New Orleans and San Antonio.

When he was transferred to NAS Miramar, Mr. Young spent his first free time in the Orange Empire Trolley Museum in Perris, Calif. Most free weekends after that, he could be found working on the museum's track and running streetcars. Subsequent duty carried the lieutenant to Japan and Hong Kong where he had a field day filming street and other railways.

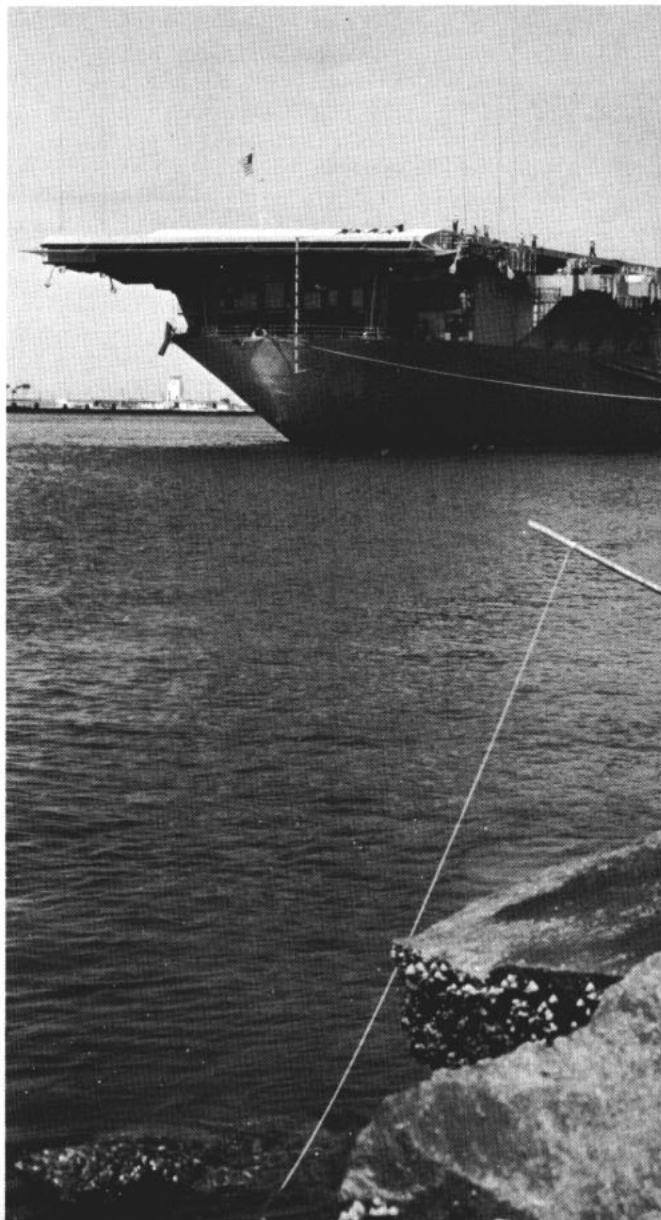
In addition to joining the museum at East Haven, Conn., LT Young also took out a membership in the

Tennessee Valley Railroad Museum at Chattanooga. Although he admits to no ulterior motives, there may have been some.

It seems the museum owned several steam locomotives which friends suspect LT Young would have liked to drive with a string of sleeping cars from Chattanooga to New Orleans' Mardi Gras.

One of LT Young's more recent contributions to amateur railroading is the publication of a how-to-do-it book which gives amateurs the essentials for building railway tracks. The text is accompanied by pictures, plans and tips for museum track builders whose problems are frequently very different from those experienced by men who build tracks for daily use.

WHILE ON THE SUBJECT OF NAVAL AVIATORS WITH HOBBIES, we might mention Lieutenant Commander Les Horn, a Navy test pilot and aeronautical engineer at NAS Jacksonville. LCDR Horn is as much at home with the Jacksonville Symphony Orchestra as he is in the cockpit of a jet. He plays the bass viol.



When he gets tired of jets and bull fiddles, he abandons both for the silent pleasures of soaring above the earth in a glider. In addition to his skills as a jet pilot and musician, he is also a member of the North Florida Soaring Association.

THERE ARE, OF COURSE, innumerable examples throughout the Navy of those venerable hobbies, scrimshaw and knot-tying. Examples of the latter can be seen on board almost any ship or flag officer's barge.

Boatswain's mates, who have a natural predilection for ropes and lines anyway, can while away long hours at sea learning the intricacies of knots from the unassuming granny knot to the fantastically interlocking Sennit Carrick Bend.

This old Navy art is currently enjoying a revival. Craftsmen are exhibiting some very fine examples in galleries, regional arts and crafts exhibits and shows around the nation and, for that matter, around the

world. Swedes, Spaniards, Frenchmen and Peruvians often excel in the craft.

IT WOULD BE DIFFICULT to find the Navyman today who carves whales' teeth as sailors did in the days of yore. There are, however, plenty who carve wood into works of art and even more who just plain like to whittle. Scrimshaw is far from a dead art.

There is also that time-honored hobby of sailors—putting a fully rigged sailing ship into a bottle.

One hobbyist who gets more out of a jug than its contents gave away the secret of how it's done.

It seems he first designs a model then carves the hull out of a block of mahogany. The hull is then split into sections, squeezed through the bottleneck and reassembled inside.



Many hours of searching through coins yields a collection such as this.

When the body is in place, the rigging is put into the bottle, assembled and attached to the hull to be pulled erect with the help of special tools. The tools, of course, are the secret of a successful model in a bottle. Some hobbyists even design their own, with which they accomplish fantastically minute tasks like, for example, tying knots in the ship's rigging.

Although there is a lively market for good bottled ship models, most Navymen who are serious about their hobby seem to do it strictly for their own amusement (and possibly for their amazement) rather than for profit.



LT Dana Coe admires a rough casting of a ship's plaque while pointing out a finished one from USS New Jersey (BB 62).

ANOTHER ALL-NAVY HOBBY IS COLLECTING PLAQUES of ships and naval shore activities. One of the foremost collectors of such items has got to be Lieutenant Dana A. Coe who has at least 500 of them. His plaques represent naval units of the United States, Great Britain and Canada. Adding to his collection at the rate of about 12 a month, he figures it will take him at least 25 years to collect plaques from all the ships and shore activities.

Collecting coins is a hobby in which you can rest assured that you won't lose your shirt — at least if you do it like most Navy men and just take what comes along.

We remember one Navyman — an avid numismatist — who collected part of his reenlistment bonus in dimes — a thousand dollars of it, in fact.

He didn't disclose whether or not he turned up any valuable specimens after having sifted through 10,000 pieces of silver but other searches turned up several valuable coins.

MASTER CHIEF AIRCRAFT MAINTENANCEMAN HARRY A. BARRETT is a Navyman who knows the thrill of turning up a valuable find in the change he receives at the grocery store. Barrett got on the coin collecting jag more than 20 years ago when he won the pot in a poker game. The pot, it seems, included a set of coin cards.

Barrett filled in the blanks in the first coin cards and developed a thorough knowledge of the coin market when he began filling in other cards



Above: Gliding is a favorite weekend hobby for LCDR Les Horn. Right: When on the ground LCDR Horn enjoys playing the bass viol with the Jacksonville Symphony Orchestra.

Many of his sets of United States and Canadian coins are now complete, but he still gets an occasional thrill when he turns up an unexpected specimen in his change or makes a shrewd trade swapping with other members of the local coin club.

To enumerate all the hobbies which Navy men indulge during their spare time would undoubtedly take several volumes. To mention only a few, however, there are bee-keeping, animal breeding (champions, too, we might add), judo and karate, auto racing (on drag strips or with models—the latter on a ship, yet). One Navyman collects shells and another collects snakes.

REGARDLESS OF WHAT THEY COLLECT OR DO, Navy hobbyists frequently make a name for themselves for the excellence of their collections or for the skill which they achieve while pursuing activities which require creative ability.

THE NAVY, as well as the Navyman, often deserves a pat on the back for this excellence. It often provides the equipment on which talent develops and provides supplies at reduced prices. It also provides the travel which is essential to build many collections and to employ what otherwise might be unused talent. Without these ingredients, many of the hobbies which Navy men pursue would be impossible.

—By Robert Neil



Boats and Buggies: Build Your Own

IF YOU WOULD LIKE TO DO SOMETHING IN FIBER GLASS, you would do well to get yourself transferred to NAS Fallon, Nev.; San Diego; or the Naval Air Station at Alameda, Calif. Puget Sound Naval Shipyard at Bremerton, Wash., and Naval Training Center at Orlando, Fla., also have excellent boat-building facilities.

Alameda, for example, specializes in dune buggies and boats. To make a dune buggy, one first must have the proper chassis. The body can be manufactured with the help of Alameda's molds.

Making something from fiber glass involves various processes. Desired color is sprayed onto the mold and two types of glass are then put into the mold with resin and left to cure overnight.

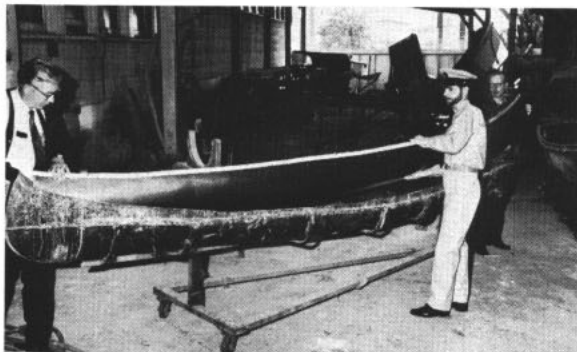
The solidified product is then removed from the mold and the edges are trimmed. The reinforcements are then built up and the finishing touches added.

About five weeks are required to build a dune buggy and the cost runs between \$500 and \$300 at the hobby shop. All parts for making the fiber-glass body are available at the shop.

A canoe can be finished in about two weeks at a cost of about \$85 to \$100. A 12-foot outboard runabout can be completed in three weeks and sets the potential yachtsman back \$125. Other costs include a 14-foot boat at about \$250, a 16-foot boat for \$450, and an 18-footer at about \$750. Times involved run from two to six months.

—JO3 Robin E. Hart

From the top: Canoe is lifted from its original mold. (2) A fiber glass runabout awaits completion at the NAS hobby shop. (3) These 10-foot pilot's wings were constructed in the hobby shop. (4) John T. Chapman, USN retired, garage supervisor at the hobby shop (left), stands by his dune buggy while MMC E. M. Brown, garage instructor, stands by a dune buggy built by MMC R. W. Low.



NAVY REGATTAS

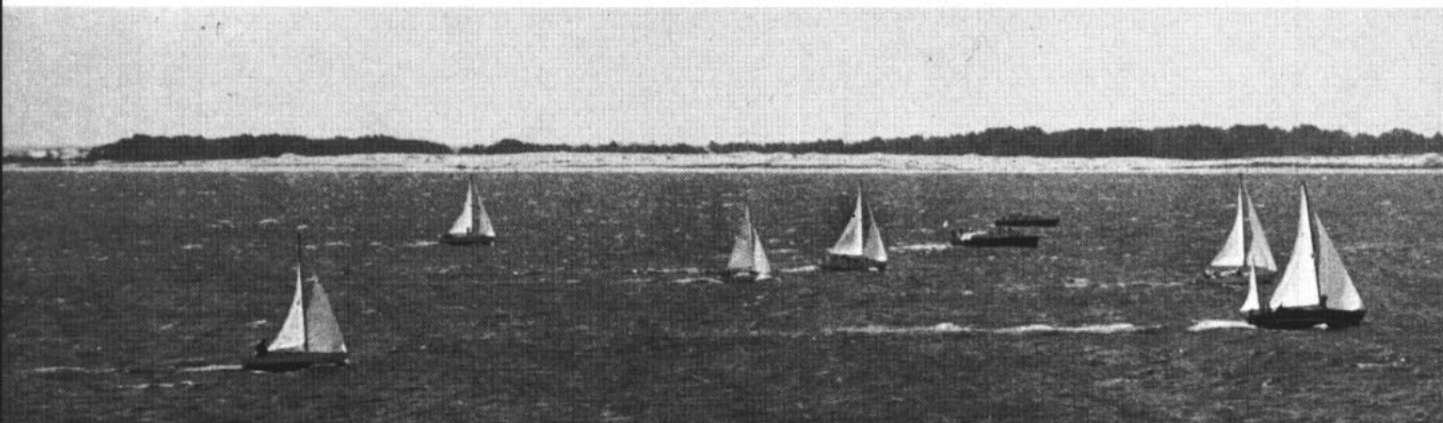
CUTTING THE LAST CORNER within a few feet of the buoy, letting out the mainsail to gain the maximum force of a following wind, feeling the thrill of a full jib and mainsail helping to drive a 14-foot dinghy across the finish line before the rest of the pack — these are but a few of the attractions that are drawing an increasing number of Navymen to competitive sailing.

As a sport demanding constant coordination and physical exertion along with mental concentration, sailing has seen an upsurge in popularity almost everywhere. And the Navy — with most of its bases naturally located close to bodies of water — has taken advantage of nature's facilities to encourage this challenging activity.

RECREATIONAL SAILING is considered to be an ideal leisure-time activity for Navymen, since the skills and judgment required in maneuvering a small boat under sail in wind and current are basic to handling ships under similar conditions. In recent years, enough interest has been generated among Navymen that a centralized body has been formed to regulate competitive sailing events and promote boating and sailing programs throughout the service.

The U. S. Naval Sailing Association is a volunteer organization with branches at various commands. An advisory committee of prominent civilian sailing authorities has been appointed by the Chief of Naval Personnel to help get the program underway. Working directly with commands, the committee's task includes selecting a standard sailing dinghy for competitive events and providing instruction techniques that can be handled by ships as well as shore installations.

Recreational sailing programs — which usually include instruction and competition — are in effect at most major naval bases. As part of the over-all special





As a sport demanding constant coordination, physical exertion and mental concentration, sailing has seen an upsurge in popularity with Navymen. Shown here are Navy sailboating enthusiasts doing their thing at Yokosuka (above), Pensacola (below) and midshipmen sailing in Chesapeake Bay (at left).

services operation, they usually receive financial support through nonappropriated funds.

The first ship, and one of the first commands, to have a branch of the Naval Sailing Association aboard is *uss Providence* (CLG 6).

Early this year, the San Diego-based flagship for the Commander, First Fleet, sponsored its second sailing regatta among the naval activities in the area.

The competition was divided into two events, the first of which featured two-man teams racing 14-foot *Lidos* around the triangular three-quarter mile course. COMCRUDESFLT Nine walked away with the honors — teams from *uss R. K. Turner* (DLG 20) and the

helicopter carrier *uss Tripoli* pulled in second and third, respectively.

A second round of racing had three-man teams sailing 16-foot *Rebels* in the *Providence* intradivisional competition. At stake was the ship's revolving trophy, which was captured this time by *Providence's* medical department after it narrowly defeated the defending champion navigation department. Seven other ship's teams were entered.

Since *Providence* first formed a sailing club in 1969 and joined the Naval Sailing Association, the ship has worked toward training each of the 900 crewmembers in the use of sailboats — and toward spreading the idea to other ships in the San Diego area.

SAILING IS ALSO BIG IN GREAT BRITAIN, and a highlight of the U. S. and British navies being in the same place at the same time is always the Read Cup competition.

The Read Cup or "British-American Trophy," established in 1954, is presented annually to the team which has accumulated the most points at the end of the year.

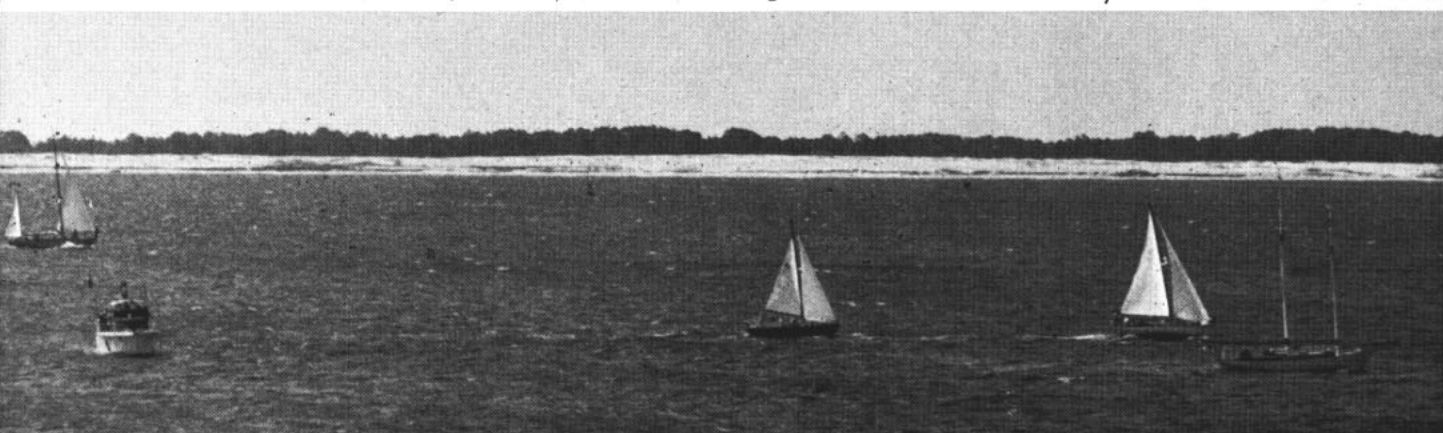
In the past, individual matches were held at Portsmouth, England, to coincide with visits of American squadrons. But circumstances have changed, and to foster the competition between the two navies, matches now take place whenever they meet. Only one match — consisting of two teams with at least three boats to a side — may be held during each meeting.

The latest match was in December when Royal Navy sailors tallied 72 points to the U. S. Blue-jackets' 45 in two races towards the Read Cup laurels at Mina Sulman harbor in the Bahrain Islands.

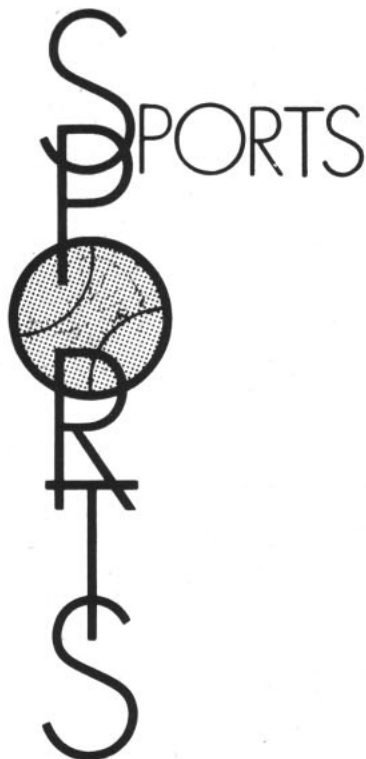
MANNING FOUR 14-FOOT BOSUNS EACH, the two teams raced over approximately a two-nautical-mile triangular course with two laps per race. Officers and men from *uss Valcour* (AGF 1), *uss Glennon* (DD 840), and Staff, Commander Middle East Force, formed the U. S. entry. British Navymen from the United Kingdom Naval Base, HMS Jufair, composed the opposition.

Although the American teams came out on the short end of the stick, they still showed considerable optimism, as reflected in the post-race comment of Captain K. J. Cole, Chief of Staff, COMIDEASTFOR. Said CAPT Cole, "We like to think of the race as the Royal Navy finishing next to last, while we came in a strong second."

By JO2 Jim Trezise



SPORTS



Here's a roundup of
Navy Sports during the
first half of 1971

Basketball

COACH DANNY DOSS OF SERVICE FORCE ATLANTIC believed his *Tridents* made up one of the most potent basketball teams the Navy has had in years. En route to the All-Navy championship tournament at NTC Orlando, SERVLANT swept six games in the 5th Naval District tourney at Norfolk, including a 76-70 victory over the stubborn PHIBLANT *Gators*.

SERVLANT also outscored Norfolk area rival SUBLANT 124-111, to avenge an early season loss to the *Sea Raiders*. The victory was extra sweet for Doss followers who recalled last year's district championship when SUBLANT edged SERVLANT in the final seconds.

The next stop for Coach Doss and the *Tridents* was the South Atlantic Regional tournament at Orlando. Here Doss seemed to be the proverbial genius who could put it all together. Doss himself couldn't have been more pleased that he had picked player-coach Rich Coven of NAS Oceana, Bill Rowser of PHIBLANT and SUBLANT's Bob Pritchett to join his *Tridents*.

The coach seemed particularly impressed with Pritchett, describing the former Old Dominion star as a "complete" ballplayer.

"He's great," Doss boasted, "Bob has every move

you have ever seen or can name — and he even has some I can't name."

Pritchett, a 5'11" guard, averages 30 points a game and leads the team in assists.

When the South Atlantic regional got underway, Doss' squad swept past representatives from NAS Glynco, NAS Kingsville and Guantanamo Bay. This assured the *Tridents* of a berth in the All-Navy tournament and matchups with NAS Miramar, Naval Station Newport and Submarine Force Pacific.

Newport earned its shot at the All-Navy title by winning the North Atlantic regional. Miramar captured the Pacific region, and the SUBPAC *Raiders*, defending All-Navy champions who play regular season games in the talented Hawaii Senior Armed Forces League, had, as usual, dominated the WESTPAC tournament.

TENSION MOUNTED AT NTC ORLANDO as the time approached for the fans to see which of the four All-Navy teams could score the most points on a given night. Most prognosticators picked SUBPAC, but Danny Doss and the *Tridents* were conceded a chance to win.

SERVLANT certainly had the talent, including Pritchett, Mel Burns, Bill Rowser, Marion Salerini, Ron Wendelin of Duke, Tom Maddox of Tulsa and Mike Morgan of the U. S. Olympic team.

A surprising NAS Miramar team ran with the *Tridents*, but at the end of the game SERVLANT had prevailed, 88 - 78.

SUBPAC eliminated Newport, 70 - 62, but the defending champions were then upset by Miramar, 91 - 88, and the *Jets* from San Diego earned the right to a rematch with SERVLANT.

The final game of the All-Navy tourney was never in doubt. Pritchett paced the *Tridents* with 33 points, Rowser controlled the boards, and SERVLANT was the winner, 105 - 88.

Don O'Dale of SUBPAC, who fired 14 points in a losing cause against Miramar, was selected to join the All-Navy and Doss also augmented the *Tridents* with Miramar's Shelly Griffin, Floyd Holmes and Marv Thouvenel.

NEXT WAS THE INTERSERVICE TOURNAMENT at Camp Lejeune, N. C. The Navy coach admitted that Army, all-services champion for the last five years, was favored, but he would concede nothing else. "We'll tighten up our defense, but for the most part we'll play the same basketball we've been playing all along."

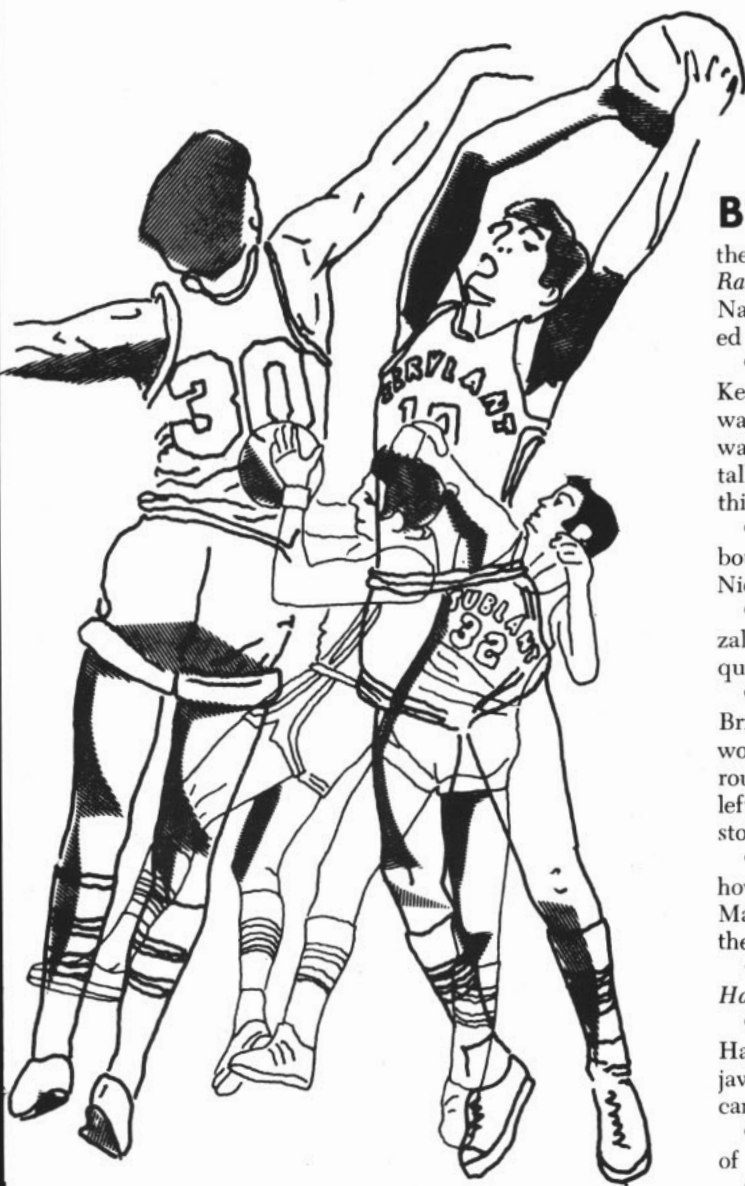
After the Army stars handled an apparent slow-down by the Marines, 85 - 63, Doss' Navy team was nipped by the Air Force, 80 - 79. In a third down-to-the-wire contest, Army slid by Air Force, 78 - 77.

During the fourth unbelievably close contest, in what had become the most evenly matched interservice tournament in memory, the *Tridents* shaded the Marines, 71 - 70.

In the final night of tournament play, Navy could not keep up with the tall, fast Army superstars. It was Army 97, Navy 70.

The Marines defeated Air Force, 77 to 70, and observing the rules of international scoring, the post-tournament records show Army number one, Marines second, Air Force third and Navy fourth.

For Danny Doss and the *Tridents*, there seemed to be nothing left to look forward to, except, of course, next year.



Yankee Station Smoker

BOTH SHIPS WERE WINNERS when USS *Ranger* (CVA 61) and USS *Hancock* (CVA 19) touched gloves in the Gulf of Tonkin. The challenge matches aboard *Ranger* last February gave the capacity crowd of Navymen plenty to cheer about. Here's what happened in the 10 scheduled three-round bouts.

- In the first match, Gerald Maurice of *Ranger* and Kenny Bass of *Hancock* gave what many thought was the day's best boxing exhibition, even though it was Bass' first ring appearance. Maurice peppered the taller Bass with left jabs throughout the second and third rounds, and won the decision.

- A solid match point went to *Ranger* in the second bout when Abe Bersamire showed class in stopping Nick Campelli in 2:42 of the second round.

- Jerry Gaines of *Hancock* outpointed Eddie Gonzales. Gonzales showed ring savvy, but the winner's quickness and longer reach had taken its toll.

- John Dillard of *Ranger* TKO'd *Hancock*'s Bobbie Briggs in 1:51 of the third round. The scrappy Dillard worked over Briggs through the first and second rounds, and in the final round connected with a solid left cross which seemed to tell the referee to begin stopping the bout.

- Mark Alston of *Hancock* had too much ring know-how for first-time boxer Henry Tobin of the *Ranger* Marine detachment. Alston won by TKO in 1:22 of the second round.

- Charlie Smith of *Ranger* and Clarence Johnson of *Hancock* fought to a draw.

- The day's only knockout occurred when William Hager of *Ranger* landed a mammoth left hook to the jaw of Eric Knight. The blow rocked Knight to the canvas at 2:35 of the first round.

- Johnny Ellis of *Hancock* decisioned Bruce Davis of *Ranger*.

- Chuck Canady of *Ranger* and Isaac Hochet of *Hancock* belted each other around for the nine minutes and it came out even. Canady stalked but could not get inside to do damage.

In the final bout, *Ranger* heavyweight Cliff Collins found the going rough in his first ring appearance. *Hancock*'s experienced Stacy Davis kept the rugged Collins at bay with left jabs and an occasional right cross, and took the decision.

Final team records: *Ranger* 4 - 4 - 2; *Hancock* 4 - 4 - 2.



Fun on Ice

IN A LAND WHERE ICE SHELVES and snowcapped peaks stretch over thousands of square miles, one might think that ice-skating and skiing are high on the list of athletic priorities. However, in Antarctica, Navymen assigned to *Operation Deep Freeze* rarely participate in these or other outdoor events.

With the exception of photography, an occasional intramural football game, a snowmobile race on New Year's Day, or simply hitching a ride on a dogsled or toboggan, sports enthusiasts stay indoors for entertainment because high winds and low temperatures present formidable opposition for those who dare.

Indoors, recreational activities include darts, cards, acey-deucey, movies, reading and listening to records and tape. Competition has been keen in such events as pool, shuffleboard, ping-pong, weightlifting and slot car racing.

During the most recent *Operation Deep Freeze* season, emphasis has been on basketball. Six teams representing three commands — Antarctic Support Activities, Antarctic Development Squadron Six and Seabee Unit 201—vied for honors in an old helicopter hangar which is used for storage during the dark winter months.

On occasion, Antarctica's sportsmen take on the elements and each other out of doors. For example, the annual Ice Bowl gridiron classic between civilian scientists and U. S. Navymen at Byrd Station is, without doubt, played under the most demanding and rigorous conditions of all the 1 January football games.

This year's 12 - 0 victory by the Navy Ice Bowl team was particularly welcome because the Navymen had not won the classic in four years. The triumph evened Navy's record at 4 - 4 - 3 in the 10-year-old classic (two games were played in 1961; both ended in ties).

In this year's Ice Bowl, Navy won the toss by referee ACC James Waring (who, said some, was selected to officiate because of his ability to whistle without a whistle — and loud enough to be heard from goal to goal over a howling wind).

Navy scored late in the second quarter on a seven-yard pass from fullback Henry Storm to quarterback Nick Nicholson. The surprise option pass was set up with a series of stunning end sweeps by Storm, including one of 25 icy yards.

In the second half, the scientists' defense got tough and the Navy offense bogged down. But the Navy defense, meanwhile, stood its ground and denied the scientists a single first down.

With two minutes remaining, Storm again opted to pass and hit end David Woods for a score from the eight-yard line.

IN A LATER ANTARCTIC FOOTBALL CLASSIC, the game between members of the summer support and wintering-over parties ended with a contested victory

for the latter because, complained the summertime Navymen and scientists, the winners used unusual plays, such as:

Snow Cat Swing — The ball is passed laterally to a "running" back who is driving a sno-cat (tracked snow vehicle) and easily skirts the end for a score.

Smoke Grenade Plunge — Some 15 smoke grenades are fired at the line of scrimmage. The quarterback dives through the obscured line.

Champion Navy Bobsled Team

NAVY TEAMS AGAIN DOMINATED the National AAU two-man bobsled competition at Mount Van Hoevenberg run, Lake Placid, N. Y.

Veteran driver Lieutenant Commander Paul Lamey, team captain, and AD1 Robert Huscher, whooshed down the mile-long, 16-curve run four times in 4:45.06 for first-place honors. Lamey and Huscher also posted the best time for a single run — 1:10.70.

Third place in the competition went to the Navy team of RD3 Tim Marvin and BM1 Al Ashton.

The Navy bobsled teams are veterans of national and international competition. LCDR Lamey organized the Navy team in 1964, and was selected by the National Bobsled Committee to represent the United States at the 1965 World Bobsled Championships in Switzerland.

He piloted the Navy to third place at the National AAU Championships in 1966, and the following year was on the winning two-man teams at both the North American Championships and the Gold Cup International.

Lamey was named rookie driver of the year at the 1968 Winter Olympics at Grenoble, France and has since represented the U. S. in every world championship. Last year, Lamey-led teams placed first in the North American, National AAU and Gold Cup International.

The Arm

THE FLEET'S VERSION OF ROMAN GABRIEL might be Seaman Jon Hazlip of the destroyer *uss Rush* (DD 714) who, according to Lieutenant Commander Charles P. Webb, amused himself and amazed his shipmates during a deployment to WESTPAC by throwing footballs from the fantail to the fo'c'sle. Someone who kept track said Hazlip overthrew his receivers on 67 occasions, and that was the number of footballs lost overboard. *Rush* measures 390 feet, or 130 yards, from bow to stern.



Philosophical Fitness

JOGGING THREE MILES DAILY helps Lieutenant Commander Archie D. Smith loosen up for more grueling exercise. His sport is judo, and at age 39 after only one year of training, the commanding officer of the Okinawa branch of the Military Sealift Command has advanced to the first degree black belt.

The Navyman works at improving his judo skills by training at least two hours every day except Sunday. Saturdays are special instruction days during which the judo regime is extended for several hours.

On weekdays, LCDR Smith may be seen jogging the rolling hills of Naha Air Base long after sunset. His course covers some three miles, and is followed by a series of grueling exercises.

With judo, LCDR Smith believes he has found inner tranquility and a better appreciation of life.

"Judo is not just a sport or method of self-defense," he explained, "it is a physical art and philosophy of life. Its aim is to train one's body and mind so he can live in harmony with himself and the world around him."

LCDR Smith polishes his style under the tutorship of Tsuro Fukushima, who holds the fifth degree black belt and describes the Navyman as an outstanding and zealous student.

Track & Field

AND THE SEA SERVICE VERSION of Bill Toomey, at least at NAS Barbers Point, Hawaii, is Godfrey J. Cernyar, a personnel officer who himself ran, threw and jumped in seven events while coaching the Naval Facilities Command to victory in the annual Admiral's Cup Track and Field Meet.

Victory for the small, 190-man NAVFAC command over four major Barbers Point command entries was a stunning upset. Although Cernyar was organizer, coach and star, he modestly transferred credit:

"The coaching job was just a matter of scheduling practices, encouraging the men, and having the right people in the right events. There was always a good turnout for practices, which showed that the men were sincere in wanting to win."

Cernyar himself placed first in the high jump and also competed in the pole vault, broad jump, 100-yard dash, discus, javelin and shot put.





Opening with a Bang

IN A DEPARTURE from the customary ribbon-cutting ceremony, a clay pigeon was suspended between ribbons and Captain Simpson Evans, Jr., commanding officer at NAF El Centro, blasted away with his shotgun to open formally the station's new skeet range.

Scholarly Sportsman

IF JUDO REWARDS ITS STUDENT with inner tranquility and harmony with life, Chief Commissaryman Larry Fryar may be the Navy's least uptight citizen. At 33, the 6'4", 260-pound West Coast judo champion is shy, studious and soft-spoken. His friends call him Gentle Giant.

The 15-year Navyman became interested in judo in 1958 while serving in Japan. He began to take lessons and since has won area judo championships virtually everywhere he has been stationed.

By 1962, Chief Fryar was sufficiently skilled to participate in matches against Japanese teams at the Seattle World's Fair. In 1964, he made the tryouts for the U. S. Olympic team, and the following year was assigned to duty in Japan and was able to study at the training site of Inokuma, Olympic and World judo champion.

Chief Fryar won the COMNAVFORJAPAN and All Far East Military judo championships, has been West Coast judo champion for the past seven years, and was Inter-service Champion in 1966, 1967 and 1968. Last year, he placed high in the heavyweight division of National AAU competition.

Chief Fryar's scholastic achievements are also impressive. His most recent assignment has been to Grossmont College in San Diego as a science student under the Associate Degree Completion Program. During his first year at Grossmont, the Navyman had an over-all grade point average of 3.93 out of a possible 4.0. During the fall semester last year, he carried a perfect 4.0.

Although engaged in full-time science studies, Chief Fryar managed to complete a 60-hour teacher's course at the University of California (San Diego). This qualified him for credentials to be an instructor at Grossmont. Naturally, he teaches judo.

Upon retirement from the Navy, Chief Fryar intends to return to college for a Science in Food Service Management master's degree.

Survival in a Water Tank

ANY ONE OF A DOZEN BARRELS which measure 10 feet long and four feet in diameter could mean the difference between life and death for sportsmen who hunt the rugged Adak tundra.

Located in frequently traveled areas of the Alaskan island, the survival barrels provide emergency refuge from the wind and cold for hikers and other sportsmen who may lose their way or be caught in a snowstorm.

The barrels are World War II water tanks which had been stowed in quonset huts around the island. Members of the Sportsmen's Club rolled and trucked the tanks to the Naval Station, fitted floors and doors in each, and the finished product was a dry, cozy cabin for up to three men.

Moving the barrels to designated sites was a problem. Overland transportation was impossible because of rough terrain, and helicopters available at first were too small to lift the half-ton barrels.

Late last year, H-2C helicopters became available and Lieutenant Commander Ken Sterling began the tricky business of transporting the remodeled tanks. A sling was devised with nylon webbing attached to ears on the barrels to form a Y-shaped harness. Steel cables linked the harness to a cargo hook on the helicopter's underside.

Distribution was made only on days when there was little wind and no turbulence; turbulence can cause external cargo to swing. When this happens, there is a pendulum effect which can cause the pilot to lose control.

Most of the barrels were spotted in the island's lower areas, but two of them sit on mountain passes. All are painted high visibility international orange so that sportsmen can identify them, and each is numbered so that it can be pinpointed on a map.

Looking to the Big One

IN HAWAII, Lieutenant Commander Marshall W. "Doc" White, assistant medical officer at NAS Barbers Point, was named military surfer of the year by the Alii Heenalu Surf Club after accumulating more points in competition than had any other of more than 40 military club surfers.

Shortly before receiving the award, Doc returned from competition off the U. S. mainland where he placed in the quarter-finals of the Huntington Beach surfing meet.

"I am after the big one now," said Doc, who's been surfing for 14 years, "and the big one is the Makaha International (in Hawaii) next January."



Caribou Enchilada Casserole

SPORTSMEN AT ADAK also now have a valuable reference for making tasty meals of virtually anything they can shoot, hook or pick. A 60-page cookbook prepared by the Officers Wives Club is filled with recipes and advice for such basic ingredients as caribou, king crab, halibut, salmon, trout, herring, clams, shrimp, scallops, seal, octopus and ptarmigan (northern grouse).

The sportsman-gourmet can find recipes for tundra berry jelly, seal flipper stew, octopus cake, clam fritters and caribou enchilada casserole, to name a few of the dishes described in the cookbook.

All Navy families at Adak receive a copy, compliments of the Officers Wives Club.

More on the nautical mile run

SIR: In the 1970 sports roundup (ALL HANDS, December 1970), I was particularly interested in the article on the Naval Reserve Nautical Mile Run. I'm in a Reserve Seabee unit and have been a distance runner for almost 25 years. I'm 46 and would like to run in the over-40 category of the next nautical mile race. How do I enter?—W. J. B., BU1, USNR.

• *The usual procedure is to mail a dollar and your name, age, and the name of the unit with which you are affiliated, to: Commanding Officer, NRSD 11-35(L), U. S. Naval Reserve Training Center, 12200 Sylvan St., North Hollywood, Calif. 91606.*

Last year, the nautical mile races held at Los Angeles Valley College were the fourth in a series sponsored by the North Hollywood NRSD. More than 50 runners from Fleet and Reserve units throughout the United States participated. There were three competitive groupings: Open (age 29 or younger); Age 30-40; and Senior Division (over 40).

Individuals or groups may enter this year's event, also to be held at Los Angeles Valley College. Entries will be accepted up until race time: 1400, 11 Sep 1971.—Ed.

Swimming for Fitness

PART OF THE PHYSICAL FITNESS PROGRAM at NAS Memphis is swimming for distance at the indoor pool. The station recreation department awards trophies to those who visit the pool again and again and eventually accumulate 50 miles in laps.

A second 50 miles is worth an athletic jacket, and at the 150-mile mark, a swimmer receives a sweater. Anyone who can reach the 200-mile barrier is awarded a watch.

So far, only one swimmer, Lieutenant (jg) Philip Mohrhardt, station communications officer, has reached the 150-mile mark. Day after day, lap after lap, Mohrhardt strokes from one end of the pool to the other during his lunch hour, averaging about a mile and a half a day.

Only two others, ETCM W. W. Cooper, and Lieutenant Dave Johnston, have surpassed the 50-mile mark.

LT Mohrhardt was looking forward to his 200th mile and presumably waterproof watch.

Putting Wind in the Sails

SAILING ENTHUSIASTS have received official backing for expansion of recreational and competitive sailing programs throughout the Navy.

BuPers Notice 1700 (10 Feb 1971) describes sailing as a worthwhile leisure activity for both officers and enlisted personnel. For one thing, it's fun. Also, the skills and judgment required in maneuvering small boats under sail in wind and current are basic to handling ships under similar conditions.

The BuPers directive recognizes the U. S. Naval Sailing Association as an official advisory group to assist commands in development of sailing programs. Also, the Chief of Naval Personnel recently appointed a committee of prominent civilian sailing authorities to work directly with commands in selecting a standard dinghy which can be handled by ships and shore stations for competition, instruction and recreation.

The BuPers notice points out that many commands already have recreational sailing, but that those which do not — and could — are encouraged to set up such facilities under their special services programs. Financial support from recreation funds may be authorized when a request is supported under section 215(b) of the *Special Services Manual*.

Recreational and competitive sailing programs are encouraged at commands with sufficient interested personnel. Many major installations have local competition; CINCLANTFLT sponsors a Fleet championship and the Chief of Naval Personnel funds an annual east coast and west coast championship. If interest in sailing spreads, competition may be initiated at the All-Navy level.

Midshipman Wrestler

NAVAL ACADEMY MIDSHIPMAN SECOND CLASS LLOYD W. KEASER was bidding for the National NCAA Wrestling Championship.

In the quarter-finals of the tournament at Auburn, Ala., last March, he met the national favorite and after eight minutes of regulation wrestling, the match was even.

A hush fell over the crowd as overtime began, but by the time it had ended every spectator was on his feet cheering the skill, stamina and determination of the gladiators.

Again neither man had won a clear advantage. Now it was up to the referee to decide, and the decision was not in the midshipman's favor.

Keaser placed fourth in the NCAA standings (but high enough for All-American honors), and disappointed Navy fans who had envisioned a national championship would have to wait another year.

Keaser's climb to the All-America ranks began three years ago when he entered the Naval Academy. As a plebe, he was named outstanding first year wrestler.

LAST YEAR, he grappled to a 20 - 3 record and won the 142-pound Eastern Intercollegiate Wrestling Championship. He went on to the Nationals, but lost in the first round.

Still smarting from his early elimination, Keaser returned for this year's season with a show of maturity and experience and wrestled as though he could not be beaten. And he wasn't — until the NCAA — posting a personal 37 - 0 record while leading the Academy team to a 16 - 1 - 2 record (the only loss was to highly ranked Michigan).

Meanwhile, Keaser again captured the 142-pound Eastern Intercollegiate Wrestling Championship and beefed up to win the 150-pound Maryland Wrestling Federation Meet and the Pennsylvania Wilkes-Barre Open.

He next won the NCAA Eastern District Two Championship at 142-pounds, and was named this tournament's top wrestler.

Then came Auburn. In his first three matches, the scrappy Midshipman stunned the opposition with two pins and one decision (a pin in wrestling is equivalent to a knockout in boxing) before his close defeat in overtime.

Academy wrestling coach Ed Perry is high on Keaser as an outstanding performer who has helped the Navy team in a variety of ways. Said the coach: "One of the reasons our team has done so well has been Lloyd's willingness to work with the other men whether it be on his or on their weak points. He has a keen sense of leadership, illustrated by his readiness to congratulate a mate on a win or cheer him up when he loses."

The eldest of six children, Keaser relates how he came to decide on entering the Naval Academy.

MY PARENTS TOLD ME that whatever I wanted to do was my decision. I wanted to attend college but I knew I would need a scholarship. The Naval Academy never entered my mind until my high school wrestling coach suggested I check it out.

"I was wary at first, but after several visits to the campus at Annapolis I realized the Academy afforded me the opportunity to do everything I wanted — receive a good education (Keaser is a solid mechanical engineering major), a chance to serve my country, and a chance to continue wrestling.

"And so here I am."

How does it feel to be an All-American?

"It's a real thrill. I thought I could have gone all the way this year but I'll be around next year unless I am injured or something.

"I hope to make it then, and who knows — maybe the '72 Olympic team. Man, what a dream."



CISM Cross Country

NO ONE EXPECTED ANY SURPRISES during the 21st Cross-Country Championship Race of the International Military Sports Council (CISM) at Civitavecchia, Italy, last March.

Germany was represented by its junior Olympic

team. Belgium and Italy had internationally known competitors.

Morocco and Tunisia, respective first and second place finishers the year before, were as strong as ever. Morocco had El Ghazi, former world champion. Tunisia was led by Mohamed Gammoudi, 1968 Olympic gold medalist, and Zaddam, 1970 CISM champion.

The unheralded United States team was considered a threat by no one, except, perhaps, the American runners themselves.

Air Force captains Clifford Clark and John Loeschhorn, and Navy AT3 Tom Heinonen, plus six other U. S. military cross-country runners, pulled off one of the sports upsets of the year by outdistancing all the CISM teams except Morocco to capture second place and the silver team medal.

There were 65 runners in the 10,075-meter (slightly more than six miles) race. Captain Clark finished fourth, Captain Loeschhorn fifth, and AT3 Heinonen 11th. The six other American entrants, including STG2 Allen Schofield, finished high enough in the standings to assure the U. S. team of second place honors.

Not since 1959, when an American team won a third place bronze medal, had the U. S. military performed so creditably in the rugged cross-country competition.

In recent years, American distance runners seemed to own the back of the pack in international racing, but now, it seems, the dusty drought has ended.

Skydiving

STEPPING OUT OF AN AIRCRAFT thousands of feet above the ground provides unmistakable fun and zest.

Thousands of Navy men and women have experienced the thrills of skydiving through membership in sport parachute clubs. Skydiving is a permissible after-hours activity for personnel of all ratings, provided the jumps are planned and supervised, and the sponsoring parachute club abides by rules and regulations of the Parachute Club of America (PCA).

Today there are 26 CNO-sanctioned Navy and Marine sport parachute clubs open to active duty personnel (see box). To belong to one of these, or to become a member of an approved civilian parachute club under the jurisdiction of PCA, you must be 21 years of age (or have the written consent of your parents or guardian if over 18 and under 21).

Before you are permitted to make your first jump, you must pass an aviation physical examination and undergo sufficient ground training, which includes going through the motions of a jump. You practice parachute landing falls by jumping off any five-to-10-foot-high object. The club instructor describes, among other things, emergency procedures and the effects of wind velocity.

AFTER YOU'VE BEEN CHECKED OUT on the ground, you make at least five static line jumps (one end of a line is attached to the parachute and the other end is hooked up inside the aircraft; this serves as a ripcord which opens the parachute automatically).

Before you make your first free fall and open the chute yourself by pulling a hand ripcord, you make three static line jumps during which you must pull a dummy ripcord from the chute within three seconds.

Your main chute must be packed by a qualified parachutist, military rigger or licensed FAA rigger. You may pack your chute yourself only under the supervision of qualified club members.

Once you have checked out of the novice category, you may participate in any PCA-sanctioned event. Thereafter, you must abide by rigid training, safety and other club rules, and maintain a log book in which all your jumps are recorded.

Evidence of the sporting skill of parachuting is demonstrated by the five main classes of sport parachutists. After the beginner or novice stage, one may earn the rating of parachutist, jumpmaster, expert and, finally, instructor.

The holder of an "A" license is able to pack his own chute and has made at least 25 free falls. A "B" license calls for 50 free falls and certain skydiving maneuvers. The "C" license man has made 100 or more jumps, can perform all free-fall maneuvers and is able to train other students and jumpmasters. The "D" license holder has made at least 200 free falls and is qualified for special types of jumps.

SKYDIVING IS A RELATIVELY OLD SPORT, even though it has become popular in the United States only in relatively recent years. France took up sport parachuting as a national event in 1949. French skydivers refined free-fall techniques and body positions, and proved beyond doubt that a free fall through space can be controlled. The common assumption that a jumper would black out during a fall of any duration was disproved, and practice with stable body positions showed that a jumper need not tumble and spin helplessly.

As skydiving progressed as a sport, parachutists showed that a man can drop thousands of feet in complete control of both body and mind. Not only can the body be stabilized during free fall, but controlled loops, turns and rolls can be accomplished by simple manipulation of the arms, legs and torso. With proper positioning, the skydiver can maneuver like a fighter aircraft.

And the rate at which a man falls may be regulated to a certain extent. By assuming a slow fall position, sort of a horizontal spread eagle, a jumper will drop at approximately 100 mph. By diving in a head-down position known as full delta, speeds up to 185 mph may be reached.

Using a position called maximum track, the diver moves nearly one foot horizontally for each foot of vertical descent.

All this takes considerable practice if it's to be done with grace. An arm or leg raised or lowered at the wrong time can send a jumper out of control.

However, newcomers to the sport are usually surprised to discover that diving through space does not involve the physical sensation of falling one might expect. Those who have tried it say it's like floating on a cushion of air.

THE PARACHUTE, of course, makes skydiving possible. The typical chute is not the simple, umbrella-like device many people believe it to be, nor is it a particularly complicated piece of gear.

Parachutes used by the Navy consist of canopy, suspension lines, pack and harness.

The canopy, which may vary in size from chute to chute (the most popular is 28 feet in diameter), is the large area of nylon cloth which slows the descent of the jumper. Tough nylon suspension lines connect the canopy to the harness, or nylon webbing and metal fittings in which the jumper "sits."

The harness also serves to carry the pack which encloses the canopy and suspension array when the chute is worn.

Chutes not packed for static line deployment have a ripcord. This consists of a grip or handle, length of cable, and two or more short pins. The ripcord is fastened to the harness and pack by means of a pocket, housing and locking cones.

Many chutes have a pilot chute feature, or small parachute attached to the top of the main canopy.

The purpose of the pilot chute is to pull the canopy from the pack quickly. Many chutes also have long, slender sleeves which fit over the folded canopy while it's being packed. The pilot chute pulls out the sleeve, which gracefully draws out the canopy.

THE CANOPY OF A SPORT PARACHUTE usually is modified for "steering." This enables the jumper to move in a horizontal direction and steer towards a predesignated target, rather than merely to drift along with the air currents. Certain panels in the rear of the chute are removed, allowing trapped air to escape in a jet-like flow. This gives the jumper a moderate form of propulsion while he's descending. He controls his direction of drift by pulling either of two control lines attached to each outside edge of the cutout panel area. Air is spilled and the canopy turns in the direction the jumper wishes to go.

Basic equipment for the sport parachutist includes a 28-foot main chute, modified for steering, plus a 24-foot reserve chute which can be deployed in an emergency. Jump boots, helmet and one-piece aviator type coveralls are other essential items. If jumps are made when the temperature is 40 degrees or lower, goggles and gloves must be worn. If a free fall is to last 10 seconds or longer, the jumper must use an altimeter and stopwatch.

INDIVIDUAL NAVY COMMANDS are authorized to establish sport parachute clubs when sufficient interested personnel are on hand to participate. Such clubs are self-supporting and, of course, membership is voluntary.

Commands which establish skydiving clubs must in-

form the Deputy Chief of Naval Operations (Air), OP-553, Washington, D. C., in accordance with SecNav Inst. 1700.6D, the latest policy directive on the subject.

As of 1 May 1971, there were 26 active Navy and Marine sport parachute clubs. CNO notifies each club of other club locations and encourages liaison and exchange of ideas. Navy clubs are encouraged to become affiliated with the PCA.

Over the years, PCA has shown that parachuting is a safe recreational activity and no more hazardous than driving a car. (Although many skydivers believe it is safer in the sky than on the highway.) Once you've learned to do it and observe the rules and signals, chances are you won't be involved in an accident.

Navymen abide by PCA regulations and consider

NAVY AND MARINE

Here are Navy and Marine sport parachute clubs open exclusively to active duty personnel. If you're interested in skydiving, and one of these clubs is in your area, check SecNav Inst. 1700.6D for Navy views concerning membership and training.

CLUB NAME	LOCATION
VXE-6 Sport Parachute Club	NAS Quonset Point, R. I.
Atsugi Skydivers	NAS Atsugi, Japan
Camp Pendleton Sport Parachute Club	Marine Corps Base, Camp Pendleton, Calif.
Chase Skydivers	NAS Chase Field, Beeville, Tex.
China Lake Parachute Jump Club	NAF China Lake, Calif.
Kaneohe Marine Sky Divers	MCAS Kaneohe, Oahu, Hawaii
Lemoore Skydivers	NAS Lemoore, Calif.
Marine Skydivers Club (Iwakuni)	MCAS Iwakuni, Japan
Marine Sport Parachute Club	MCAS Cherry Point, N. C.
NAS Cubi Point Sport Parachute Club	NAS Cubi Point, Republic of the Philippines
Navy Lakehurst Parachute Club	NATTC, NAS Lakehurst, N. J.

the PCA booklet as the skydiving bible.

Navy clubs have their own constitutions and by-laws, and elect their own officers. Dues and other fees are less than in clubs off-base because, since membership is limited to active duty personnel, commanders can make Navy and Marine Corps equipment and facilities, including aircraft, available for use of the skydivers.

ONE OF THE NEWER CLUBS is at Pt. Mugu, Calif., where skydivers from Pt. Mugu, Port Hueneme and Oxnard AFB meet every other Wednesday to discuss their favorite sport, and then gather at the NAS jump zone on weekends and holidays to skydive.

The first meeting after the club was formed last year attracted 15 prospective jumpers. Three weeks later, a dozen Navymen had made their first jump, and within three months 25 others were undergoing parachute training.

As expected, the Pt. Mugu chutists follow SecNav, FAA and PCA guidelines. Novice parachutists use the automatic deployment static line for their first five jumps, and no newcomer to the sport may jump if the wind is greater than 10 knots.

No jump is made over water or at night, and no

PARACHUTE CLUBS

Marine Sport Parachute Club	MCAS Beaufort, S. C.
Navy-Marine Sport Parachute Club	Naval Forces Keflavik, Iceland
Navy Memphis Sky Hawks Parachute Club	NAS Memphis, Tenn.
Navy North Island Parachute Club	NAS North Island, San Diego, Calif.
Navy Paratuxents Parachute Club	NAS Patuxent River, Md.
Navy Sky Diving Club	Roosevelt Roads, Puerto Rico
Navy South Weymouth Sky Diving Team	NAS South Weymouth, Mass.
Navy Whidbey Parachute Team	NAS Whidbey Island, Oak Harbor, Wash.
Quantico Sky Divers Club	Marine Corps Schools, Quantico, Va.
Quonset Navy Sport Parachute Club	NAS Quonset Point, R. I.
Tidewater Navy Sky Divers	NAS Oceana, Virginia Beach, Va.
UDT Exhibition Parachute Team	Naval Amphibious Base, Coronado, Calif.
Marine Skydiving Club	Third Marine Division, Okinawa
Navy Skydivers Club	Naval Station Roosevelt Roads, Puerto Rico
Point Mugu Parachute Club	NAS Point Mugu, Calif.

specialized jump is made without permission from the aerial safety officer, ATR3 Don Cruikshank, a jumpmaster with a C license who has made nearly 200 free falls. Cruikshank speaks for the other Pt. Mugu skydivers:

"I love skydiving like any man loves his favorite sport. There's a sensation of individual flight and a feeling of total freedom no other sport can deliver."

THOUSANDS OF NAVY SKYDIVERS have known the feeling well. A relative few, such as the 11 present members of the Navy's official parachute exhibition team, the Chuting Stars, perform the skills and thrills of skydiving for spectators on the ground and for themselves.

The Chuting Stars was organized in 1961 to participate in naval aviation anniversary celebrations on a one-time, roving demonstration basis. However, the success of the team was so great, and public demand for performances so enthusiastic, the Navy Department decided to make the Chuting Stars a permanent unit.

The Stars' road exhibition season normally runs from March through November. As is the case with the Blue Angels flight demonstration team, the Stars travel throughout the United States and perform for military and civilian audiences at fairs, air shows, etc.

In good weather the Stars begin their performance at 12,500 feet. This permits long free falls and more time for maneuvers. When weather prevents jumps from such altitudes, the Stars use a lower starting point and alternate routines.

Whatever the altitude, when it is reached, things happen fast.

A streamer is dropped from the aircraft to determine course of the wind and where a jumper might expect to land.

The first team of three men prepares to jump. On signal from the forward cabin, the jumpers activate red smoke canisters attached to their boots (the smoke enables spectators on the ground to follow the action) and then peel off out of the plane, in rapid succession.

EACH GROUP OF JUMPERS performs some type of routine during free fall. There usually are four separate routines over the intended landing area.

The maneuvers are spectacular. Falling at speeds as great as 185 mph, the Stars pass batons from one to another. Controlled somersaults and various catching-up-to-and-passing-your-buddy-while-falling maneuvers are performed with perfection.

The finale is the "star burst" which involves four jumpers: The men link arms after leaving the aircraft and fall together to approximately 6000 feet. Then they break away, fire flare guns and track on opposite courses away from one another. The trailing smoke and bursting flares give a star burst effect to viewers on the ground. The jumpers open their chutes at 2500 feet.

The Chuting Stars and other Navy parachutists make skydiving look easy. It's not easy, but it certainly is not the death-defying stunt it once was thought to be.

Skydiving is a sport of fun and zest which knows no season. AO3 Bill Pettingell of the Pt. Mugu club sums up the feelings of most skydivers who are asked why they do it:

"I was searching for a way to put adrenalin into life, and I couldn't think of anything more exciting than falling through the air at up to 185 mph with nothing but a parachute to slow me down."

TIDES AND CURRENTS

Navy Recreation Facilities:



VADM D. H. GUINN

Even fun and zest have a price tag. Here, Vice Admiral D. H. Guinn, Chief of Naval Personnel, describes how the Navy transfers profits from the Navy Exchange to sports and recreational programs sponsored by Special Services.

MOST OF US PROBABLY take for granted the many recreational services and activities available to Navy personnel and their dependents. It has been the policy of the Navy to insure that adequate facilities for recreation programs are provided, maintained and operated through appropriated funds. In addition, special nonappropriated funds—derived from other than budgetary means—are allocated to supplement the cost of running recreational facilities and suitable leisure time activities.

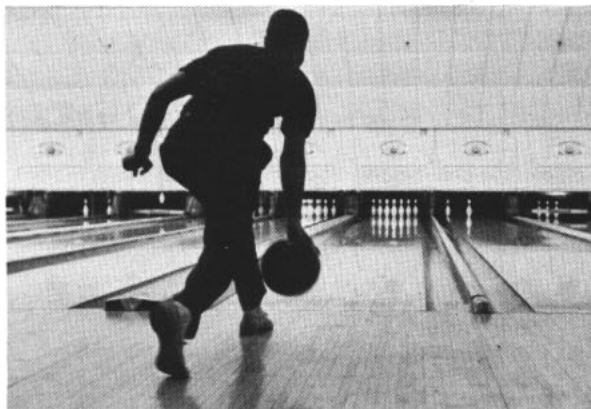
These nonappropriated funds are generated from a variety of sources, including profits from Navy Exchanges and ship's stores, fees for use of recreation facilities and equipment, interest from invested monies, and reimbursement for services to outside organizations. Of all such money in fiscal year 1970, better than 50 per cent—\$39.3 million—came from Navy Exchanges, the single most important source of recreational funds. Thus, clearly the Navy Exchange System exists to do more than just provide at a lower than retail cost necessary items needed by naval personnel and their families.

In fact, the Naval Exchange System supports all Navy athletics and many of our special service activities. It funds a large share of the more than \$5 million cost of Navy entertainment films worldwide. Also, exchange-generated funds provide hobby shops, swimming pools, golf courses, television sets, bowling alleys, gymnasiums, and playing fields.

Because of the limitation on current appropriated funds, the present recreational program would be a mere shadow of its existing structure without profits from the Navy Exchange System.

Recreation funds are normally retained at the activity which originates them for use in support of local programs. To offset the difference between those activities which raise an abundance of funds through their various resources and those which are unable to accumulate sufficient money, we maintain at BuPers a central recreation fund which is generated principally by assessments of recreation funds of ships and those shore activities with Navy Exchanges. This money is redistributed in order to equalize the quality of services at all commands.

The program we are now following is designed to provide equitable recreation opportunities for all per-



Above: The program the Navy is following is designed to provide equitable recreation for all personnel. **Right:** Recreation funds are normally retained at the activity which generates them for use in support of local programs.

sonnel in the Navy and to provide the management framework for proper planning and the most effective use of available resources.

These facilities and services are yours. Since you pay for them, through patronage of your Exchanges, I heartily urge you to make the best possible use of them.

A handwritten signature in cursive script, reading "D. H. Guinn".

Where the Funds Come From



from the desk of the Master Chief Petty Officer of the Navy

"MCPOC"



AFM JOHN D. WHITTET

WITHIN A SHORT time, 23 master chief petty officers will be allowed to remove their rating specialty marks from their uniforms and replace the marks with a star.

These men, who are the Senior Enlisted Advisors for the fleet, type and force commands throughout the Navy, will have the title of, and be addressed as, the Master Chief Petty Officer of the Command (MCPOC), for as long as they serve in that billet. I, too, will remove my specialty mark and drop my rate and rating designation and become MCPON Whittet.

But the removal of the rating specialty mark and

its replacement with a star are only on-the-sleeve recognition for the man holding the job. The establishment of the position itself is what is really big news, for it embodies all the values and ideas behind the entire Senior Enlisted Advisor concept.

This means that a fleet, type or force commander will at last have a senior enlisted man to advise him on matters pertaining to the morale, welfare and well-being of all enlisted people under his command. It also means that the enlisted under that commander will have a direct representative in his office. "Communications"—what everybody has been talking about, will be improved throughout all levels of the command.

However, the establishment of these 23 MCPOC positions is not intended to create a chain of command, either expressed or implied. The only chain this establishes is a reinforced chain of communications. Just as I, in this office, act as the advisor to the Chief of Naval Operations and the Chief of Naval Personnel on enlisted matters, so now will the MCPOCs similarly act as advisors to their commanders.

The whole idea for MCPOCs came from a recommendation made to the CNO by the CPO Advisory Board, although some of the commands already had master chiefs with such duties. The 23 commands to be affected are as follows:

*Pacific Fleet
Atlantic Fleet
Naval Forces Europe
Naval Air Force Atlantic Fleet
Naval Air Force Pacific Fleet
Naval Air Training Command
Amphibious Force Pacific Fleet
Amphibious Force Atlantic Fleet
Submarine Force Pacific Fleet*

IN FAMILY EMERGENCIES, Navy men and women and their dependents sometimes find themselves at a loss for rapid communication. They needn't, however. The Navy provides a service whereby families ashore can quickly communicate with members of their family aboard ship and at overseas Navy stations. This service is designated as the Class E message privilege. A message can be delivered any place in the world within 24 hours.

Normally, a Class E message must be sent to and from Navy installations only. They cannot be sent to Navy personnel stationed at Army or Air Force installations, except when those installations are served by Naval Communications.

The Class E message privilege was instituted to boost the morale of our Navy men and women and their families. It permits them to communicate quickly under special conditions without going broke.

There is no charge for handling Class E messages

In Family Emergencies, Navy Provides Fast

on Navy circuits; however, these messages pass over the circuits of the Western Union Telegraph Co. from and to points in the continental U. S. and the sender must pay this charge, which is at the same rate as for any other telegram. The current rate, plus 10 per cent tax, is \$3.75 for a 15-word message. Additional words may be included for only a few cents each. Overnight telegrams may be sent for even less—under \$2.00 per message up to 100 words.

PERSONNEL ABOARD SHIP and at overseas stations should advise their families to address messages to the appropriate ship or station in care of one of the following Naval Communication Stations (FPO address should not be used):

• U. S. Naval Communication Station San Francis-

Submarine Force Atlantic Fleet
 Naval Communications Command
 Cruiser/Destructor Force Pacific Fleet
 Cruiser/Destructor Force Atlantic Fleet
 Mine Force
 Service Force Atlantic Fleet
 Service Force Pacific Fleet
 Naval Security Group Command
 Supply Corps
 Medical Corps
 Civil Engineer Corps
 Naval Training Center Great Lakes
 Naval Training Center San Diego
 Naval Training Center Orlando

It is realized that not all Navymen will be immediately represented by one of the MCPOCS listed. But those who are not will still be vigorously represented by this office.

THE ADDITION OF A THIRD star to a master chief's rating badge will not mean that he is automatically the command's senior petty officer or senior master chief. When the MCPOC idea was first being thought about, a recommendation was made simply to add a third star. But some concern was expressed that a third star, placed above the insignia with the other two, would indicate a higher rank. Therefore, to avoid confusion, and to provide some sort of visible recognition for the position held, a star was placed in the center of the rating badge in place of the specialty mark.

At the same time, MCPOCS can also wear the recently authorized Senior Enlisted Advisor Badge on their uniforms, as can those men not included in this list, but who are designated as Senior Enlisted Advisors by their commands. Since the MCPOCS will have duties and responsibilities as

Senior Enlisted Advisors, the requirements for the job will be similar to those established for any smaller command's SEA. This would mean that the best qualified man, rather than necessarily the most senior man, will be appointed. I don't foresee any problem in finding a suitable master chief for the billet, since all the commands listed are large and have many excellent candidates.

WITHIN THE NEAR FUTURE, information will be published about holding semiannual meetings on the East and West Coasts for these MCPOCS. These symposiums would be for the purpose of stimulating discussion and exchanging ideas on topics of interest to the Navy's enlisted personnel, as well as to provide a wide-based source of recommendations and suggestions from the fleet to the CNO. In effect, the MCPOCS will act as a CPO Advisory Board.

In addition to these meetings hosted by the fleet commanders, the MCPOC for each of the fleet commands will accompany his boss to Washington whenever he has occasion to make the trip. I will be able to meet with the fleet MCPOCS and maintain frequent contact with them.

Also, Admiral Zumwalt has approved the recommendation to give the Master Chief Petty Officer of the Navy and all MCPOCS priority housing assignments in CONUS by placing them immediately below the stabilized top 10 per cent of a command's waiting list.

Recognizing the need for some sort of information, this office will soon provide informal guidelines and recommendations for the use of MCPOCS and all Senior Enlisted Advisors, concerning their jobs, based on the experiences of my predecessor and myself.

Communications With Ships, Overseas Bases

co, Stockton, Calif.—For personnel in the Pacific Ocean area, Far East and Alaska.

- U. S. Naval Communication Station Washington, D. C.—For personnel in the Atlantic Ocean area (less Norfolk area), Med, Middle East and Caribbean area.

- U. S. Naval Communication Station Norfolk—For personnel in the Norfolk area.

Types of messages which can be transmitted as Class E messages include: matters of life, death and serious illness; matters relating to personal arrangements; important business which is not of a recurring nature; birth announcements in the immediate family and 20-word Christmas greeting messages. The latter must be filed between 6 and 16 December. These will be held by Western Union for delivery between 20 and 25 December.

CCLASS E MESSAGES concerning death or serious illness will be given special care to ensure their undelayed delivery. The Class E message privilege may be suspended at the discretion of commanding officers in a real or simulated emergency or during time of war.

In addition to the Class E message privilege, the Navy provides its personnel aboard ship with radio-telephone service. This service is limited to calls originating from ships underway or at anchor that do not have a shore line telephone hookup. Normally calls will be made collect. Prepaid calls may be made if the ship has established an account with the telephone company representative nearest the ship's home port. Specific details for placing telephone calls and the authorization to do so may be obtained from the communication officer or his designated representative. The same restrictions pertaining to suspension of Class E message privilege during times of emergency and war also apply to the telephone privilege.

- BETTER TRANSPORTATION, MORE VEHICLES FOR FLEET USE

Base taxi and bus systems are being set up in San Diego and Norfolk to provide faster and more convenient transportation for Navymen afloat. Under the three-month trial programs, taxi transportation is provided for official and quasi-official business, including group and individual trips to base facilities such as dispensaries, dental clinics, chaplain's offices and household goods offices. Buses provide service to exchanges, perimeter gates and recreational facilities.

In announcing the pilot programs, NavOp Z-83 (17 May 71) also encourages command cooperation to ensure that Fleet vehicle needs are met, including rentals from commercial sources if necessary. Fleet units are also authorized to purchase or rent additional vehicles with nonappropriated funds to satisfy unofficial transportation needs.

- WHEN YOU MARRY DURING PCS LEAVE

If you get married during the 30 days' leave now being granted with each permanent change of station, your new wife may be eligible for travel pay from the place of marriage to your new duty station. The entitlement must not exceed that from the old to the new duty station and, like other travel benefits, is available only to career E-4s, E-5s and above.

Entitlement to dependent's travel benefits in such situations is subject to an important limitation, of which you should be aware. The Comptroller General has ruled that such entitlement arises only when dependency exists on the effective date of orders. To find the effective date of your orders, simply add both leave and proceed time to the date of detachment from your old duty station. If you're married before that effective date, your wife should be eligible for travel pay. See your disbursing officer for more details.

- NEW WORKING SHIRT WORN OUTSIDE TROUSERS

The jumper style shirt will be worn outside the trousers on the new enlisted working blue uniform, according to NavOp 100 (4 June). Previous regulations had required that it be tucked in. The change came about as a result of evaluations conducted at recruit training commands; worn outside the trousers, the new working shirt is expected to be more comfortable, cooler and neater appearing.

- PAYCHECK NOT DELIVERED?

If your paycheck is not delivered to you on payday, you should immediately ask your disbursing officer for a replacement check. The Navy Comptroller in change 199 to his manual established a new procedure to ensure that the individual Navyman is not penalized when the system doesn't get his check to him. It requires the disbursing officer to issue an immediate replacement. All you have to do is submit a signed state-

briefs navy navy navy navy na

ment to him that you have not received your check. This applies only when the system fails to deliver. If you lose your check after receipt the Treasury Department requires that you still go through the regular, longer procedure for lost checks.

• MORE OFFICERS ELIGIBLE FOR PG SCHOOL

In a move to increase educational opportunities for officers lacking college degrees, the baccalaureate program at the Naval Postgraduate School has been expanded to include commissioned warrant, limited duty, restricted line and staff corps officers. Such officers who meet eligibility requirements outlined in the BuPers Manual are encouraged to apply and to indicate a preference for the undergraduate curriculum (number 461) on their officer preference cards.

• ELECTRONIC WARFARE TECHNICIANS SELECTED

If your name appears on the list attached to BuPers Notice 1440 (24 May 71), you've been selected for conversion to the Electronic Warfare Technician (EW) rating on 1 September, or upon completion of necessary training, as applicable.

If your name is not on the list and you believe you're eligible for conversion to the EW rating, consult BuPers Notice 1440 of 30 Dec 1970 for details. For personnel possessing certain NECs, 1 Oct 1971 is the deadline for submitting requests.

Selectees will be converted rate-for-rate in the pay grade held on the date of conversion. If you're authorized advancement to a higher pay grade after the date of your conversion as a result of selection board action or Navywide examination results, you'll be advanced to the higher pay grade in the EW rating.

• COPYING SERVICE FOR OFFICER FITNESS REPORTS

In order to help officers assess their over-all performance and set realistic personal and professional goals, a copy service has been established in the Bureau of Naval Personnel. An officer may now, upon his individual request, obtain a copy of the five most recent fitness reports in his service record.

This includes Reserves, inactive and retireds, but with a short delay to retrieve the copies.

Because public law requires that such services be self-supporting, a handling charge of \$1.50 is required. Written requests, accompanied by a personal check or money order for \$1.50 payable to the Bureau of Naval Personnel, may be made direct to BuPers (Attn: Pers-E24).

• STILL TOO MUCH PAPERWORK

To reduce the administrative burden of excessive paperwork, the Secretary of the Navy has directed Navy and Marine Corps offices to

intensify record cleanout campaigns during fiscal year 1972 and has imposed a moratorium on the procurement of additional filing equipment. The action is aimed at reducing the volume of records in office spaces by 20 to 30 per cent by eliminating unnecessary classified material and all files not required for efficient operation.

- CNO SCHOLARS PROGRAM ANNOUNCED

The Navy's postgraduate education program has been broadened to allow a select group of outstanding officers to attend graduate schools at civilian universities of their choice, in fields of study compatible with their naval specialties. Lieutenant commanders and below who have completed at least one operational tour within their specialties are eligible for the new program. A maximum of 10 officers annually will be chosen by a special panel of the PG selection board. They may be assigned to any accredited U.S. university to which they can gain admission or to a recognized foreign university if they are qualified in the language of instruction. All eligible officers who have submitted preference cards for PG school will automatically be considered for the CNO Scholars program. For details, see NavOp Z-86 (7 June).

- MINI-BIKES AND MOTORCYCLES

If you own a motorized bike, guidelines recently set by Naval Supply Systems Command will help you and your personal property transportation officer determine if it qualifies as a "minibike." If it does, it can be shipped as household goods at government expense when you make a permanent change of station move. To so qualify, your bike must be of the "doughnut-wheeled" variety and must not be eligible for licensing for passenger-carrying purposes on public roads. Models that qualify generally range in size from a one-speed, three-horsepower, 24-by-46 inch, 84-pound model to a two-speed, five-horsepower, 36-by-51 inch, 129-pound size. One other pointer: if you're having a minibike shipped with your household goods, be sure to drain all gasoline and oil and to clean dirt and residue from the body.

- NAVY SUBMARINE CREW TESTING VITAMIN C

A group of Navymen on board one of the nuclear-powered Polaris submarines is involved in an experiment testing the controversial concept that large doses of Vitamin C will prevent colds. A control group of the crew is taking prescribed doses of Vitamin C, while others are taking a "sugar pill."

- FIVE-YEAR HITCH FOR GMG AND GMM RATINGS

A five-year obligator program has been established for all Navymen recruited in the Gunner's Mate GMG and GMM service ratings. Those who choose this program are required to extend their initial enlistment

briefs navy navy navy navy na

and/or active duty agreement by one or more years in order to have five years' obligated service.

In return for this obligation the Navy guarantees the individual the following training: GM Class "A" School, Phase II, plus a GM Class "C" School of at least 15 weeks' duration. Details of this program are spelled out in BuPersNote 1133 (19 May 71).

• NEW OFFICER DESIGNATION: COUNTRY & REGIONAL SPECIALIST

A new officer program--known as Country and Regional Specialists (CARS)--has been set up to take advantage of the specialized training and practical experience of many naval officers in foreign languages, foreign affairs, international relations, area studies and related fields. Officers who desire CARS designation should ensure that their data cards reflect all relevant education, language ability and experience, and are further encouraged to make their desires known by submitting officer preference cards. Designations will be made by BuPers screening boards similar to command screening boards. For details see NavOp 73.

• REENLISTMENT ELIGIBILITY TIGHTENED FURTHER

Effective 1 November, new restrictions will be placed on the reenlistment eligibility of Navyman with records of repeated disciplinary involvement. Specifically, a Navyman will be ineligible to reenlist under the new guidelines, if he has one general or special court martial conviction, or two summary court martial convictions, or a combination of more than two non-judicial punishments or summary court martial convictions during the one-year period before EAOS or desired reenlistment date. Waivers may be granted only by CHNAVPERS.

• EXCHANGE STATIONS TO SERVICE FOREIGN CARS

To insure that exchange facilities perform the same level of service on foreign as on American-made cars, all Navy Exchange service stations equipped with service bays will soon provide normal maintenance and minor automotive repair services on all cars regardless of type or manufacture.

• NEW ADDRESS CARD FOR SAVINGS DEPOSIT STATEMENTS

The Navy Finance Center in Cleveland has issued new change-of-address cards to members of its savings deposits program. The new cards, already preaddressed and franked for submission to NFC Cleveland, are used to ensure accuracy in mailing a Navyman's quarterly savings deposit statement.

Members of the savings program should have received the new card with their March statement; if not, they're available at local disbursing offices. New depositors are given two cards--one to fill out upon joining and the other to be retained for submission when addresses are changed.

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS Magazine**, Pers-P31, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **uss Fletcher (DD 445)**—A reunion of former crewmembers will be held at Mt. Pocono, Pa., 29 July-1 August. For information contact R. V. Allen, P. O. Box 265, Nitro, W. Va. 25143.

• **20th Seabees**—Former members of the 20th Seabee Battalion will reunite at Virginia Beach, Va., 9-12 September. Otis E. Joslyn, 6014 Signal Hill Road, Mechanicsville, Va. 23111, has the details.

• **uss Savannah (CL 42)**—A reunion of former crewmembers will be held next year. GMGC O. J. Jindrcek, USN (Ret), is coordinator of planning. He may be contacted

at 63 Thayer Dr., New Shrewsbury, N. J. 07724.

• **uss Sablefish (SS 303)**—A reunion is in the planning stages. Former crewmembers may contact Pete Bates, Box 1162, Groton, Conn. 06340, for information.

• **uss O'Hare (DD 889)**—Crewmembers of the period January 1966 to January 1968 may contact Anthony R. Domanico, 1137 Linwood Place, Utica, N. Y. 13501, for information regarding a planned reunion.

• **Pre-Flight School**—A 30th anniversary reunion of members of the World War II ship's company of the U. S. Navy Pre-Flight School, Iowa City, Iowa, is planned for 3-4 Jun 1972. For information, contact Pat Pedersen, Columbus Junction, Iowa 52738.

• **uss Medusa (AR 1)**—The 25th annual reunion and picnic of former crewmembers will be held 15 Aug 1971 at Peck Park, Western Ave.,

San Pedro, Calif.

• **uss Quincy (CA 71)**—The annual reunion of former crewmembers who served during World War II will be held in Philadelphia 24-26 September. Vic Ruffenach, 4900 Township Line, Drexel Hill, Pa. 19026 (phone 213-SU 9-4448), has the details.

• **Great White Fleet**—The 27th annual reunion of the Great White Fleet Association of 1907-1909 will be held in San Diego 16 December. For information, contact TMC Harry S. Morris, USN (Ret), 2880 51st St., San Diego, Calif. 92105.

• **River Patrol Force (TF-116)**—The fourth annual reunion picnic of the Gamewardens of Vietnam Association will be held at the Amphibious Base Little Creek, Norfolk, 14 August. YNC John C. Williams, USN, P. O. Box 5523, Virginia Beach, Va. 23455, may be contacted for details.

Small Craft Insignia

SIR: I served as a U. S. advisor to the officer in charge with the Vietnamese River Assault Group and also served with the Vietnamese River Assault Group that crossed into Cambodia in 1970.

I would like to know whether or not I am eligible to wear the new Small Craft Insignia and whether these groups were awarded a Presidential or Navy Unit Citation.—RMC M. L. C.

• *You aren't eligible to wear the Small Craft Insignia on the basis of the service you outlined.*

You may be able to determine your eligibility for a citation from these facts: The Vietnamese Navy River Assault Group 28 was cited for the Meritorious Unit Commendation for the period 26 Dec 1968 to 31 May 69. Vietnamese Navy River Assault Groups 23 and 31 were cited for the period 31 Jan to 5 Feb 68 and given the Navy Unit Commendation.—Ed.

Santa Barbara's Capability

SIR: Your recent article on **uss Santa Barbara (AE 28)** in the March 1971 issue of **ALL HANDS** contained a number of errors which I feel should be corrected if only to assure NAVSHIPSCOM that we haven't been

making unauthorized modifications to our equipment.

Santa Barbara is indeed equipped with the **STREAM** system for under-way replenishment. However, her nine (not six) replenishment stations maintain constant tension on their wire highlines by means of hydraulically actuated ram-tensioners, as opposed to the large counterweights described in your article.

Additionally, there is no **FAST** system installed aboard **Santa Barbara**, as you indicated. Missiles are transferred much the same as conventional munitions—by means of a sliding block supported by a hydraulically tensioned highline.

Far from turning most of the work of transfer over to automatic machinery, the **STREAM** system—while accelerating transfer rates and reducing alongside time—calls more than ever for a highly skilled and carefully coordinated team of Navymen.—LTJG Robert J. Ryan, USNR, Public Affairs Officer, **USS Santa Barbara**.

• *The portion of "New Ships for the Now Navy" (ALL HANDS, March 1971, pp. 50-55) which dealt with your ship was based upon Release #47-70, 8 Jul 70, from Commander Service Force, Atlantic Fleet. The entire article was checked and approved by cognizant sources prior to publication*

but, unfortunately, the discrepancies you pointed out in your letter were not detected.

*Your interest in providing us with the correct information about the equipment aboard **uss Santa Barbara** and the skilled Navymen it takes to operate it is appreciated.—Ed.*

Furnishing a Relief

SIR: A man in our command recently had to go on leave unexpectedly for five days, during which he was scheduled for a watch. When he returned he was required to stand a substitute watch because, as he was told, he hadn't furnished his own relief during his leave period.

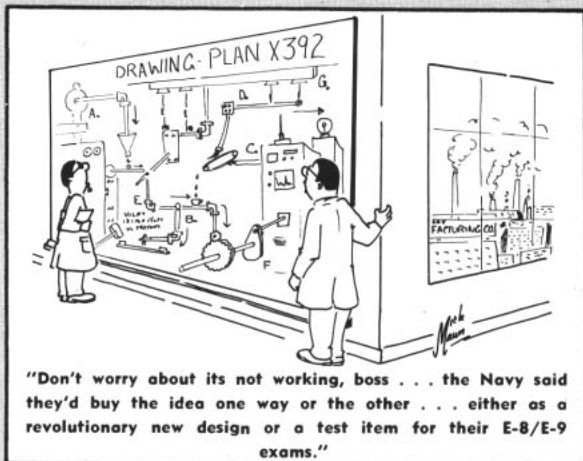
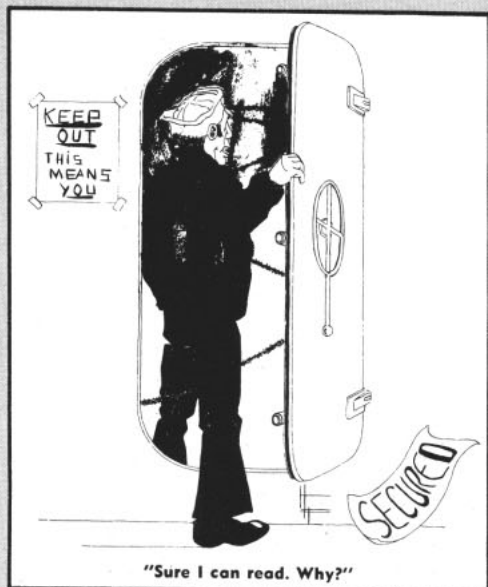
Are there any Navy regulations which spell out the rules governing watchstanding?—SH2 R. S.

• *We have been informed that, as far as can be determined, there are no Navy regulations governing watch reliefs. This is a commonly misunderstood area both by watchstanders and those who make out the watch bills.*

Many times even within the same command there will be different procedures in effect. In the case you mentioned, it would be most beneficial to have a command ruling on policy which, of course, could be modified to fit an extraordinary situation.—Ed.



page 63



TAFFRAIL TALK

MASTER Chief Boatswain's Mate Fenderhead is starting his second 20 years in the Navy, but isn't doing much howling about it.

Fenderhead was a small, yellow puppy when he was found in the area of Oppama, a suburb of Yokosuka, in 1951. His adopted "parents" were Mr. "George T." Yamamoto and a boatswain's mate who was then attached to Commander Fleet Activities Yokosuka Operations Division.

They brought Fenderhead to Yokosuka where he took up residence at Harbor Master Pier—which, incidentally, was the locale where he attained his name. At the time, "fenderhead" was the voice call sign of the tugs and pusher-boats in Yokosuka. Thus the harbor crew's four-footed companion was appropriately dubbed, since in his earlier years most of his time was spent on tugs and pusher-boats in the harbor.

Fenderhead has become quite famous over the years, but there were times when he wasn't treated with the respect that he now deserves as a master chief petty officer.

In his younger days as a "boot," Fenderhead went through all the tribulations which accompany every other new recruit entering the naval service. In fact, these sessions were the reason he gave up sea duty. Several years ago, after an accidental swimming session, he was stranded on a mooring buoy overnight. The next day, as far as Fenderhead was concerned, his tour at sea was officially completed.

Fenderhead has slowed down now that he's on his second 20—not because he isn't in top shape, but because he must now carry himself with the dignity of his years.

Because of his seniority, Fenderhead has been given the run of the base by Captain Warren H. Sells, Commander Fleet Activities Yokosuka. But he tends to favor the Boat Pool and Port Control where he tries to keep things "squared away." Old Fenderhead has even given up his daily base tour. The tour bus used to stop for him every day, but he's seen everything on the base and things just don't change as much as they did when he was a pup.

If you're ever in Yokosuka and spot Fenderhead on one of his infrequent strolls around the base, just pat him on the head and ask him to give you five. He's one of the few CPOs in the Navy who will shake your hand and never growl if your hat isn't squared.

★ ★ ★

SOMEHOW, it smacks of the end of an era. Coffee consumption in the Navy is going down—at least that supplied through the general mess system.

In fiscal year 1968, according to Navy Subsistence Office figures, 7,628,000 pounds of coffee were needed to keep the pots boiling. Two years later, 5,492,000 pounds did the job—a drop of over two million.

Some of this can be attributed to cutbacks in Navy force levels. But not all—fresh milk figures went from 23,000,000 gallons to 24,897,000 gallons during the same time period.

Coffee isn't exactly disappearing in the Navy, however—you still get about 180,000,000 cups from the lower number of pounds.

The All Hands Staff

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• **AT RIGHT: NAVIGATION CAN BE FUN** as evidenced by a crew-member aboard the guided missile destroyer escort USS Brooke (DEG 1). His temporary shipmates are two of the 1971 "Miss San Diego" finalists, who toured the ship last April. Following the tour, the young ladies had lunch and participated in an awards ceremony on board the San Diego-based DEG. Photo by PH3 Richard Gorczewski.





**"Let's restore the
adventure and fun of
being a Navyman."**

SecNav John H. Chafee

**"We want to improve
the quality of Navy life
and bring back the fun and
zest of going to sea."**

Adm. E. R. Zumwalt, Jr.